CHINA AIRLINES

A350

MINIMUM EQUIPMENT LIST

AND

CONFIGURATION DEVIATION LIST

Approved By	民航局 主任航務檢查員 CAA POI	孟繁斌
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A350

CHINA AIRLINES

MINIMUM EQUIPMENT LIST

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Issue date: 12 JAN 24

This is the MINIMUM EQUIPMENT LIST and CONFIGURATION DEVIATION LIST at issue date 12 JAN 24 for the A350 and replacing last issue dated 01 DEC 23. This revision is based on EASA A350 MMEL at issue date 13 NOV 23、30 NOV 23 and AFM at issue date 16 NOV 23、07 DEC 23. This manual is approved by CAA Taiwan R.O.C.

Revision Record	
No.	Issue Date
01	13 APR 16
02	14 SEP 16
03	19 DEC 16
04	24 MAR 17
05	19 MAY 17
06	24 AUG 17
07	22 SEP 17
08	05 JAN 18
09	30 MAR 18
10	06 JUL 18
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12	11 JAN 19
13	05 APR 19
14	19 JUL 19
15	27 SEP 19
16	27 DEC 19

Revision Record	
No.	Issue Date
17	28 FEB 20
18	03 JUL 20
19	11 SEP 20
20	22 JAN 21
21	30 APR 21
22	06 AUG 21
23	08 OCT 21
24	07 JAN 22
25	11 MAR 22
26	01 JUL 22
27	09 SEP 22
28	06 JAN 23
29	28 APR 23
30	07 JUL 23
31	01 SEP 23
32	01 DEC 23

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RECORD OF REVISIONS

Revision Record	
No.	Issue Date
33	12 JAN 24

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Revision Record	
No.	Issue Date

FILING INSTRUCTIONS

Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert Rev. Date
PLP-LESS **LIST OF EFFECTIVE SECTIONS/SUBSECTIONS**	ALL	12 JAN 24
PLP-LEDU **LIST OF EFFECTIVE DOCUMENTARY UNITS**	ALL	12 JAN 24
PLP-AAT **AIRCRAFT ALLOCATION TABLE**	ALL	12 JAN 24
PLP-LOM **LIST OF MODIFICATIONS**	ALL	12 JAN 24
PLP-SOH **SUMMARY OF HIGHLIGHTS**	ALL	12 JAN 24
GEN-PLP-TOC **TABLE OF CONTENTS**	ALL	12 JAN 24
GEN-PLP-SOH **SUMMARY OF HIGHLIGHTS**	ALL	12 JAN 24
GEN-GEN **General**	ALL	12 JAN 24
ME-PLP-TOC **TABLE OF CONTENTS**	ALL	12 JAN 24
ME-PLP-SOH **SUMMARY OF HIGHLIGHTS**	ALL	12 JAN 24
ME-DM-A-ICE **A-ICE**	ALL	12 JAN 24
ME-DM-AIR **AIR**	ALL	12 JAN 24
ME-DM-AUTO_FLT **AUTO FLT**	ALL	12 JAN 24
ME-DM-AVIONICS_N **AVIONICS NETWORK**	ALL	12 JAN 24
ME-DM-BRAKES **BRAKES**	ALL	12 JAN 24
ME-DM-ELEC **ELEC**	ALL	12 JAN 24
ME-DM-EXT_LT **EXT LT**	ALL	12 JAN 24
ME-DM-F_CTL **F/CTL**	ALL	12 JAN 24
ME-DM-FUEL **FUEL**	ALL	12 JAN 24

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Localization Subsection Title	Remove	Insert Rev. Date
ME-DM-HYD **HYD**	ALL	12 JAN 24
ME-DM-IMA **IMA**	ALL	12 JAN 24
ME-DM-NAV **NAV**	ALL	12 JAN 24
ME-DM-OVHD **OVHD PNL**	ALL	12 JAN 24
ME-DM-SURV **SURV**	ALL	12 JAN 24
ME-CO-31 **Indicating/Recording Systems**	ALL	12 JAN 24
MI-PLP-TOC **TABLE OF CONTENTS**	ALL	12 JAN 24
MI-PLP-SOH **SUMMARY OF HIGHLIGHTS**	ALL	12 JAN 24
MI-21-50 **Air Cooling**	ALL	12 JAN 24
MI-22-70 **Flight Management (FM)**	ALL	12 JAN 24
MI-22-81 **EFIS Control Panel**	ALL	12 JAN 24
MI-23-75 **External Video System**		12 JAN 24
MI-24-36 **Battery Main Generation**	ALL	12 JAN 24
MI-25-21 **Passenger Compartment Seat**	ALL	12 JAN 24
MI-25-22 **Cabin Attendant Seat**	ALL	12 JAN 24
MI-25-24 **Cabin Stowage Compartments**	ALL	12 JAN 24
MI-25-35 **Galley Equipment**	ALL	12 JAN 24
MI-25-40 **Lavatories**	ALL	12 JAN 24
MI-25-65 **Emergency Equipment**	ALL	12 JAN 24
MI-25-66 **Floatation and Survival Equipment**	ALL	12 JAN 24

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Localization Subsection Title	Remove	Insert Rev. Date
MI-25-90 **Non-Essential Equipment & Furnishings (NEF)**	ALL	12 JAN 24
MI-26-17 **Lavatory Fire and Smoke Detection**	ALL	12 JAN 24
MI-26-24 **Portable Fire Extinguisher**	ALL	12 JAN 24
MI-26-25 **Lavatory Fire Extinguishing**	ALL	12 JAN 24
MI-27-24 **Rudder Actuation and Monitoring**	ALL	12 JAN 24
MI-27-51 **Flap Control and Monitoring**	ALL	12 JAN 24
MI-28-01-04 **JETTISON pb-sw lights**	ALL	12 JAN 24
MI-28-25 **Refuel/Defuel System**	ALL	12 JAN 24
MI-28-31 **Jettison System**	ALL	12 JAN 24
MI-28-46 **Tank Level Sensing**	ALL	12 JAN 24
MI-29-33 **Hydraulic System Monitoring**	ALL	12 JAN 24
MI-30-31 **Probe Ice Protection**	ALL	12 JAN 24
MI-30-71 **Waste Water Ice Protection**	ALL	12 JAN 24
MI-31-50 **Flight Warning System (FWS)**	ALL	12 JAN 24
MI-31-60 **Control and Display System**	ALL	12 JAN 24
MI-32-48 **Brake Cooling**	ALL	12 JAN 24
MI-33-21 **Cabin, CRC General Illumination**	ALL	12 JAN 24
MI-33-26 **Lighted Signs**	ALL	12 JAN 24
MI-33-40 **Exterior Lighting**	ALL	12 JAN 24
MI-33-50 **Emergency Lighting**	ALL	12 JAN 24

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Localization Subsection Title	Remove	Insert Rev. Date
MI-34-11 **ADR Probes**	ALL	12 JAN 24
MI-34-20 **Standby Navigation Systems**	ALL	12 JAN 24
MI-34-71 **Aircraft Environment Surveillance System (AESS)**	ALL	12 JAN 24
MI-35-20 **Cabin Oxygen**	ALL	12 JAN 24
MI-35-30 **Portable Oxygen**	ALL	12 JAN 24
MI-38-30 **Lavatory Waste**	ALL	12 JAN 24
MI-42-09 **Dispatch Messages**	ALL	12 JAN 24
MI-42-11 **CPIOM**	ALL	12 JAN 24
MI-42-31 **AVIONICS NETWORK COM REDUNDANCY**	ALL	12 JAN 24
MI-42-41 **CRDC**	ALL	12 JAN 24
MI-44-13 **Cabin Individual Call**	ALL	12 JAN 24
MI-44-14 **Loudspeakers**	ALL	12 JAN 24
MI-44-15 **Handsets**	ALL	12 JAN 24
MI-44-19 **Cabin Crew Panel**	ALL	12 JAN 24
MI-46-20 **Cockpit Information Systems**	ALL	12 JAN 24
MI-56-20 **Cabin Windows**	ALL	12 JAN 24
MO-PLP-TOC **TABLE OF CONTENTS**	ALL	12 JAN 24
MO-PLP-SOH **SUMMARY OF HIGHLIGHTS**	ALL	12 JAN 24
MO-21-50 **Air Cooling**	ALL	12 JAN 24
MO-22-70 **Flight Management (FM)**	ALL	12 JAN 24

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Localization Subsection Title	Remove	Insert Rev. Date
MO-22-81 **EFIS Control Panel**	ALL	12 JAN 24
MO-26 - Portable Fire Extinguisher	ALL	
MO-28-25 **Refuel/Defuel System**	ALL	12 JAN 24
MO-28-31 **Jettison System**	ALL	12 JAN 24
MO-29-10 **Main Hydraulic Power**	ALL	12 JAN 24
MO-31-02 **Overhead Panel & Main Instrument Panel**	ALL	12 JAN 24
MO-31-19 **ECAM Control Panel**	ALL	12 JAN 24
MO-31-50 **Flight Warning System (FWS)**	ALL	12 JAN 24
MO-31-66 **Concentrator and Multiplexer for Video (CMV)**	ALL	12 JAN 24
MO-32-48 **Brake Cooling**	ALL	12 JAN 24
MO-34-20 **Standby Navigation System**		12 JAN 24
MO-34-71 **Aircraft Environment Surveillance System (AESS)**	ALL	12 JAN 24
MO-42-11 **CPIOM**	ALL	12 JAN 24
MO-42-41 **CRDC**	ALL	12 JAN 24
MO-46-20 **Cockpit Information Systems**	ALL	12 JAN 24
MO-52-10 **Passenger/Crew**	ALL	12 JAN 24
CDL-PLP-TOC **TABLE OF CONTENTS**	ALL	12 JAN 24
CDL-PLP-SOH **SUMMARY OF HIGHLIGHTS**	ALL	12 JAN 24
CDL-23-01 **Winglet and Wingtip Static Discharger**	ALL	12 JAN 24
CDL-23-03 **VTP Static Discharger**	ALL	12 JAN 24

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Localization Subsection Title	Remove	Insert Rev. Date
CDL-23-04 **HTP Static Discharger**	ALL	12 JAN 24
CDL-23-10 **VTP Taxi Aid Camera Fairing Glazing**		12 JAN 24
CDL-23-11 **Belly Taxi Aid Camera**		12 JAN 24
CDL-28-01 **Fuel Jettison Tube**	ALL	12 JAN 24
CDL-32-06 **Brake Cooling Fan Debris Guard**	ALL	12 JAN 24
CDL-32-09 **Main Landing Gear Wheel Hubcap**		12 JAN 24
CDL-33-02 **Rear Strobe Light Glazing**	ALL	12 JAN 24
CDL-33-03 **Rear Navigation Light Glazing**	ALL	12 JAN 24
CDL-33-07 **Wing Taxi Aid Camera Light Glazing**		12 JAN 24
CDL-33-09 **Belly Taxi Aid Camera Light Glazing**		12 JAN 24
CDL-33-10 **Taxi And Runway Turn Off Light Glazing**	ALL	12 JAN 24
CDL-33-11 **Takeoff Light Glazing**	ALL	12 JAN 24
CDL-33-13 **Rear Navigation and Strobe Light Glazing**		12 JAN 24
CDL-53-14 **Seal of Belly Fairing to Overwing**	ALL	12 JAN 24
CDL-53-33 **External Power Panel Access Door Seal**	ALL	12 JAN 24
CDL-71-05 **Fan Cowl Latch Access Panel**	ALL	12 JAN 24

PRELIMINARY PAGES

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GEN General Information

ME MEL Entries

MI MEL Items

MO MEL Operational Procedures

MM MEL Maintenance Procedures

CDL CONFIGURATION DEVIATION LIST

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M[(1)]	Localization	Subsection Title	Rev. Date
R	PLP-LESS	**LIST OF EFFECTIVE SECTIONS/SUBSECTIONS**	12 JAN 24
	PLP-LETDU	**LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS**	03 SEP 15
R	GEN-GEN	**General**	12 JAN 24
	GEN-MRM	**MEL Revision Management**	28 APR 23
	GEN-HDM	**How to Use the MEL Entries Section?**	06 AUG 21
	GEN-HMI	**How to Use the MEL Items Section?**	06 AUG 21
	GEN-HMO	**How to Use the MEL Operational Procedures Section?**	19 JUL 19
	GEN-CMS	**MEL and CMS**	18 JUN 15
	GEN-SPA	**Operations requiring Special Approval (ATC Datalink Communication, LAND, RNP, RVSM)**	19 JUL 19
E	ME-DM-A-ICE	**A-ICE**	12 JAN 24
R	ME-DM-AIR	**AIR**	12 JAN 24
	ME-DM-APU	**APU**	06 AUG 21
	ME-DM-APU_MLG	**APU/MLG BAY**	18 JUN 15
R	ME-DM-AUTO_FLT	**AUTO FLT**	12 JAN 24
R	ME-DM-AVIONICS_N	**AVIONICS NETWORK**	12 JAN 24
E	ME-DM-BRAKES	**BRAKES**	12 JAN 24
	ME-DM-CAB_COM	**CAB COM**	18 JUN 15
	ME-DM-CAB_PRESS	**CAB PRESS**	18 JUN 15
	ME-DM-CABIN	**CABIN**	18 JUN 15
	ME-DM-CDS	**CDS**	01 SEP 23
	ME-DM-COM	**COM**	18 JUN 15
	ME-DM-COND	**COND**	03 JUL 20
	ME-DM-DOOR	**DOOR**	19 JUL 19
R	ME-DM-ELEC	**ELEC**	12 JAN 24
	ME-DM-ENG_1_2	**ENG 1(2)**	01 SEP 23
	ME-DM-ENG	**ENG**	01 JUL 22
R	ME-DM-EXT_LT	**EXT LT**	12 JAN 24
R	ME-DM-F_CTL	**F/CTL**	12 JAN 24
	ME-DM-FIRE	**FIRE**	18 JUN 15
R	ME-DM-FUEL	**FUEL**	12 JAN 24
	ME-DM-FWS	**FWS**	03 JUL 20
R	ME-DM-HYD	**HYD**	12 JAN 24
E	ME-DM-IMA	**IMA**	12 JAN 24
	ME-DM-L_G	**L/G**	01 SEP 23
	ME-DM-MLG_BAY	**MLG BAY**	18 JUN 15
E	ME-DM-NAV	**NAV**	12 JAN 24
	ME-DM-OIS	**OIS**	19 JUL 19
E	ME-DM-OVHD	**OVHD PNL**	12 JAN 24
	ME-DM-OXY	**OXY**	18 JUN 15

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M(1)	Localization	Subsection Title	Rev. Date
	ME-DM-RECORDER	**RECORDER**	18 JUN 15
	ME-DM-SMOKE	**SMOKE**	18 JUN 15
	ME-DM-STEER	**STEER**	19 JUL 19
R	ME-DM-SURV	**SURV**	12 JAN 24
	ME-DM-TAIL_STRIK	**TAIL STRIKE**	18 JUN 15
	ME-DM-VENT	**VENT**	22 JAN 21
	ME-DM-VIDEO	**VIDEO**	19 JUL 19
	ME-DM-WHEEL	**WHEEL**	19 JUL 19
	ME-CO-24	**Electrical Power**	03 JUL 20
	ME-CO-25	**Equipment/Furnishings**	30 APR 21
	ME-CO-26	**Fire Protection**	06 AUG 21
	ME-CO-27	**Flight Controls**	06 AUG 21
	ME-CO-28	**Fuel**	08 OCT 21
R	ME-CO-31	**Indicating/Recording Systems**	12 JAN 24
	ME-CO-32	**Landing Gear**	19 JUL 19
	ME-CO-44	**Cabin Systems**	19 JUL 19
	ME-CO-52	**Doors**	19 JUL 19
	MI-00-00	**MEL Preface**	11 SEP 20
	MI-00-01	**Approval Reference**	01 DEC 23
	MI-00-03	**Introduction to the MMEL/MEL**	18 JUN 15
	MI-00-04	**Criteria for Dispatch**	18 JUN 15
	MI-00-05	**Maintenance Action**	06 AUG 21
	MI-00-06	**Repair Interval**	01 JUL 22
	MI-00-08	**Definitions**	28 APR 23
	MI-21-01	**AIR Overhead Panel**	19 JUL 19
	MI-21-02	**CABIN PRESS Overhead Panel**	19 JUL 19
	MI-21-03	**CARGO AIR COND Overhead Panel**	18 JUN 15
	MI-21-04	**VENT Overhead Panel**	18 JUN 15
	MI-21-07-01	**Indications on the BLEED SD page**	18 JUN 15
	MI-21-07-03	**Indications on the COND SD page**	18 JUN 15
	MI-21-09	**Dispatch Messages**	19 JUL 19
	MI-21-20	**Distribution**	18 JUN 15
	MI-21-21	**Cabin Fresh/Recirculated Air Distribution**	19 JUL 19
	MI-21-22	**Cockpit Air Distribution**	19 JUL 19
	MI-21-23	**Compartment Air Extraction**	18 JUN 15
	MI-21-25	**Unpressurized Compartments Ventilation**	28 FEB 20
	MI-21-26	**Avionics Equipment Ventilation**	27 DEC 19
	MI-21-28	**Lower Deck Cargo Compartment Ventilation and Cooling**	03 JUL 20
	MI-21-29	**Commercial Equipment Ventilation**	19 JUL 19

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M(1)	Localization	Subsection Title	Rev. Date
	MI-21-31	**Pressure Control and Monitoring**	19 JUL 19
E	MI-21-50	**Air Cooling**	12 JAN 24
	MI-21-55	**Emergency Air Supply**	19 JUL 19
	MI-21-58	**Air Supply on Fuel Inerting**	19 JUL 19
	MI-21-59	**Supplemental Cooling**	30 APR 21
	MI-21-60	**Temperature Control**	30 APR 21
	MI-22-09	**Dispatch Messages**	19 JUL 19
	MI-22-10	**AP/FD**	01 DEC 23
	MI-22-30	**Autothrust**	19 JUL 19
	MI-22-60	**Flight Envelope**	18 JUN 15
R	MI-22-70	**Flight Management (FM)**	12 JAN 24
	MI-22-80	**AFS Control Panel**	19 JUL 19
R	MI-22-81	**EFIS Control Panel**	12 JAN 24
	MI-22-82	**MFD FCU BKUP**	18 JUN 15
	MI-23-01	**CVR Overhead Panel**	18 JUN 15
	MI-23-02	**Maintenance Overhead Panel**	18 JUN 15
	MI-23-11	**HF System**	19 JUL 19
	MI-23-12	**VHF System**	19 JUL 19
	MI-23-21	**Datalink**	19 JUL 19
	MI-23-28	**Satellite Communication**	19 JUL 19
	MI-23-51	**Audio Integrating and Voice Command Systems**	07 JUL 23
	MI-23-52	**Radio and Audio Management Panels (RMP)**	19 JUL 19
	MI-23-71	**Cockpit Voice Recorder (CVR)**	01 JUL 22
N	MI-23-75	**External Video System**	12 JAN 24
	MI-24-01	**ELEC Overhead Panel**	19 JUL 19
	MI-24-03	**EMER ELEC PWR Overhead Panel**	18 JUN 15
	MI-24-04-01	**BAT Overhead Panel**	18 JUN 15
	MI-24-04-02	**ELEC Overhead Panel**	18 JUN 15
	MI-24-04-03	**TOWING ON BAT Overhead Panel**	18 JUN 15
	MI-24-07	**Indications on the ELEC AC SD page**	18 JUN 15
	MI-24-09	**Dispatch Messages**	19 JUL 19
	MI-24-22	**AC Main Generation**	01 SEP 23
	MI-24-23	**AC Auxiliary Generation**	18 JUN 15
	MI-24-24	**AC Emergency Generation**	07 JAN 22
E	MI-24-36	**Battery Main Generation**	12 JAN 24
	MI-24-41	**AC External Power Control**	03 JUL 20
	MI-24-51	**230 VAC Distribution**	18 JUN 15
	MI-24-71	**Electrical Power Distribution Center**	18 JUN 15
	MI-24-74	**Cabin and Cargo Power Distribution**	18 JUN 15

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M(1)	Localization	Subsection Title	Rev. Date
	MI-25-11	Pilot Seats	19 JUL 19
	MI-25-12	Third Occupant Seat	19 JUL 19
	MI-25-13	Fourth Occupant Seat	19 JUL 19
	MI-25-14	Cockpit Equipment	30 APR 21
R	MI-25-21	Passenger Compartment Seat	12 JAN 24
R	MI-25-22	Cabin Attendant Seat	12 JAN 24
R	MI-25-24	Cabin Stowage Compartments	12 JAN 24
R	MI-25-35	Galley Equipment	12 JAN 24
R	MI-25-40	Lavatories	12 JAN 24
	MI-25-50	Additional Compartments	01 DEC 23
	MI-25-62	Cabin Escape Facilities	22 JAN 21
	MI-25-64	First Aid Equipment	07 JAN 22
R	MI-25-65	Emergency Equipment	12 JAN 24
R	MI-25-66	Floatation and Survival Equipment	12 JAN 24
	MI-25-69	Emergency Locator Transmitter (ELT)	22 JAN 21
R	MI-25-90	Non-Essential Equipment & Furnishings (NEF)	12 JAN 24
	MI-26-01	FIRE Overhead Panel	19 JUL 19
	MI-26-02	CARGO SMOKE Overhead Panel	19 JUL 19
	MI-26-03	CABIN SMOKE Overhead Panel	18 JUN 15
	MI-26-04	MLG BAY Overhead Panel	18 JUN 15
	MI-26-05	VENT Overhead Panel	19 JUL 19
	MI-26-10	Engine, APU and MLG Bay Fire and Overheat Detection	27 SEP 19
	MI-26-15	Avionics Compartment Fire and Smoke Detection	18 JUN 15
	MI-26-16	Lower Deck Cargo Compartment Fire and Smoke Detection	19 JUL 19
R	MI-26-17	Lavatory Fire and Smoke Detection	12 JAN 24
	MI-26-18	Cabin Sub-Compartment Fire and Smoke Detection	27 DEC 19
	MI-26-20	Engine and APU Fire Extinguishing	19 JUL 19
	MI-26-23	Lower Deck Cargo Compartment Fire Extinguishing	19 JUL 19
R	MI-26-24	Portable Fire Extinguisher	12 JAN 24
R	MI-26-25	Lavatory Fire Extinguishing	12 JAN 24
	MI-27-01	F/CTL Overhead Panel	18 JUN 15
	MI-27-02	RUDDER TRIM Pedestal Panel	18 JUN 15
	MI-27-09	Dispatch Messages	19 JUL 19
	MI-27-14	Aileron Actuation and Monitoring	01 DEC 23
	MI-27-22	Rudder Trim Actuation and Artificial Feel	19 JUL 19
R	MI-27-24	Rudder Actuation and Monitoring	12 JAN 24
	MI-27-34	Elevator Actuation and Monitoring	03 JUL 20
	MI-27-44	THS Actuation and Monitoring	19 JUL 19
R	MI-27-51	Flap Control and Monitoring	12 JAN 24

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M[(1)]	Localization	Subsection Title	Rev. Date
	MI-27-64	**Spoiler Actuation and Monitoring**	11 SEP 20
	MI-27-81	**Slat Control and Monitoring**	19 JUL 19
	MI-27-91	**Primary Flight Control System - Internal Bus Interface**	03 JUL 20
	MI-27-92	**Primary Flight Control System - Control Inputs**	27 SEP 19
	MI-27-93	**PRIMary (PRIM) PFCS Computer**	19 JUL 19
	MI-27-94	**SECondary (SEC) PFCS Computer**	19 JUL 19
	MI-27-96	**Flight Control Data Concentrator (FCDC) Function**	19 JUL 19
	MI-27-99	**Electrical Backup**	06 AUG 21
	MI-28-01-01	**Wing Tank pb-sw lights**	18 JUN 15
	MI-28-01-02	**Center Tank pb-sw lights**	18 JUN 15
	MI-28-01-03	**CROSSFEED pb-sw lights**	18 JUN 15
E	MI-28-01-04	**JETTISON pb-sw lights**	12 JAN 24
	MI-28-07-01	**Indications on the CRUISE page**	19 JUL 19
	MI-28-07-02	**Fuel Quantity Indications on the FUEL SD page**	19 JUL 19
	MI-28-07-03	**Fuel Temperature Indications on the FUEL SD page**	19 JUL 19
	MI-28-09	**Dispatch Messages**	18 JUN 15
	MI-28-12	**Tank Venting System**	18 JUN 15
	MI-28-21	**Engine Feed Fuel Pump System**	19 JUL 19
	MI-28-22	**APU Fuel System**	19 JUL 19
	MI-28-23	**Crossfeed System**	18 JUN 15
R	MI-28-25	**Refuel/Defuel System**	12 JAN 24
E	MI-28-31	**Jettison System**	12 JAN 24
	MI-28-42	**Quantity Indicating**	19 JUL 19
R	MI-28-46	**Tank Level Sensing**	12 JAN 24
	MI-28-49	**Fuel Properties Measurement**	19 JUL 19
	MI-28-51	**Fuel Quantity and Management System (FQMS)**	08 OCT 21
	MI-29-01	**HYD Overhead Panel**	18 JUN 15
	MI-29-02	**GND HYD Overhead Panel**	18 JUN 15
	MI-29-07	**Indications on the HYD SD page**	30 APR 21
	MI-29-09	**Dispatch Messages**	01 SEP 23
	MI-29-10	**Main Hydraulic Power**	19 JUL 19
	MI-29-20	**Auxiliary Hydraulic Power**	19 JUL 19
R	MI-29-33	**Hydraulic System Monitoring**	12 JAN 24
	MI-30-01	**ANTI ICE Overhead Panel**	18 JUN 15
	MI-30-02	**WIPER Overhead Panel**	19 JUL 19
	MI-30-07	**Indication on the DOOR/OXYGEN SD page**	18 JUN 15
	MI-30-11	**Wing Ice Protection**	28 APR 23
	MI-30-21	**Engine Air Intake Ice Protection**	19 JUL 19
E	MI-30-31	**Probe Ice Protection**	12 JAN 24

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M[(1)]	Localization	Subsection Title	Rev. Date
	MI-30-42	**Cockpit Windows Anti-Icing and Defogging**	19 JUL 19
	MI-30-45	**Windshield Rain Protection**	19 JUL 19
R	MI-30-71	**Waste Water Ice Protection**	12 JAN 24
	MI-30-81	**Ice Detection**	19 JUL 19
	MI-31-01	**RCDR Overhead Panel**	18 JUN 15
	MI-31-02	**Overhead Panel & Main Instrument Panel**	19 JUL 19
	MI-31-08	**Indications on the Warning Display (WD)**	22 JAN 21
	MI-31-19	**ECAM Control Panel**	19 JUL 19
	MI-31-28	**Tail Strike Indication**	18 JUN 15
	MI-31-30	**Recorders**	09 SEP 22
R	MI-31-50	**Flight Warning System (FWS)**	12 JAN 24
R	MI-31-60	**Control and Display System**	12 JAN 24
	MI-31-62	**Keyboard and Cursor Control Unit**	19 JUL 19
	MI-31-66	**Concentrator and Multiplexer for Video (CMV)**	19 JUL 19
	MI-32-07	**Indications on the WHEEL SD page**	19 JUL 19
	MI-32-09	**Dispatch Messages**	27 DEC 19
	MI-32-31	**Extension and Retraction**	01 SEP 23
	MI-32-32	**Emergency Extension**	19 JUL 19
	MI-32-33	**Ground Door Opening System**	18 JUN 15
	MI-32-41	**Wheels**	01 DEC 23
	MI-32-42	**Normal Braking**	22 JAN 21
	MI-32-43	**Alternate Braking**	28 APR 23
	MI-32-45	**Parking Braking**	18 JUN 15
E	MI-32-48	**Brake Cooling**	12 JAN 24
	MI-32-50	**Steering**	19 JUL 19
	MI-32-51	**Nose Wheel Steering Control System**	18 JUN 15
	MI-32-61	**Indicating and Warning**	18 JUN 15
	MI-32-81	**Landing Gear Management System**	18 JUN 15
	MI-33-01	**INT LT Overhead Panel**	19 JUL 19
	MI-33-02	**SIGNS Overhead Panel**	19 JUL 19
	MI-33-10	**Cockpit**	19 JUL 19
R	MI-33-21	**Cabin, CRC General Illumination**	12 JAN 24
R	MI-33-26	**Lighted Signs**	12 JAN 24
	MI-33-30	**Cargo and Service Compartments**	18 JUN 15
R	MI-33-40	**Exterior Lighting**	12 JAN 24
R	MI-33-50	**Emergency Lighting**	12 JAN 24
	MI-34-01	**ADIRS Overhead Panel**	19 JUL 19
	MI-34-02	**SURV Overhead Panel**	27 DEC 19
R	MI-34-11	**ADR Probes**	12 JAN 24

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	MI-34-12	**ADIRS**	19 JUL 19
	MI-34-13	**Air Data**	18 JUN 15
	MI-34-17	**Switching Panel on the Main Instrument Panel**	18 JUN 15
R	MI-34-20	**Standby Navigation Systems**	12 JAN 24
	MI-34-22	**Attitude and Heading Standby Data**	18 JUN 15
	MI-34-23	**Sensors**	19 JUL 19
	MI-34-36	**Multi Mode Receiver (MMR) Functions**	01 DEC 23
	MI-34-38	**Airport Navigation**	19 JUL 19
	MI-34-42	**Radio Altimeter**	19 JUL 19
	MI-34-50	**Radio/GNSS Navigation Systems**	01 DEC 23
R	MI-34-71	**Aircraft Environment Surveillance System (AESS)**	12 JAN 24
	MI-35-01	**OXYGEN Overhead Panel**	19 JUL 19
	MI-35-02	**OXYGEN Maintenance Overhead Panel**	18 JUN 15
	MI-35-07	**Indications on the DOOR/OXYGEN SD page**	19 JUL 19
	MI-35-10	**Crew Oxygen**	19 JUL 19
R	MI-35-20	**Cabin Oxygen**	12 JAN 24
R	MI-35-30	**Portable Oxygen**	12 JAN 24
	MI-36-01	**AIR Overhead Panel**	18 JUN 15
	MI-36-07	**Indications on the BLEED SD page**	18 JUN 15
	MI-36-11	**Engine Bleed Air Supply System**	19 JUL 19
	MI-36-12	**APU Bleed Air Supply and Crossbleed Systems**	19 JUL 19
	MI-36-22	**Leak Detection**	01 JUL 22
	MI-38-10	**Potable Water**	19 JUL 19
R	MI-38-30	**Lavatory Waste**	12 JAN 24
R	MI-42-09	**Dispatch Messages**	12 JAN 24
R	MI-42-11	**CPIOM**	12 JAN 24
R	MI-42-31	**AVIONICS NETWORK COM REDUNDANCY**	12 JAN 24
E	MI-42-41	**CRDC**	12 JAN 24
	MI-44-01	**CABIN Overhead Panel**	18 JUN 15
	MI-44-02	**CALLS Overhead Panel**	28 APR 23
	MI-44-03	**EVAC Overhead Panel**	19 JUL 19
	MI-44-04	**Maintenance Overhead Panel**	18 JUN 15
	MI-44-10	**Cabin Core System**	19 JUL 19
	MI-44-11	**DEU A**	28 APR 23
	MI-44-12	**DEU B**	19 JUL 19
R	MI-44-13	**Cabin Individual Call**	12 JAN 24
R	MI-44-14	**Loudspeakers**	12 JAN 24
R	MI-44-15	**Handsets**	12 JAN 24
	MI-44-16	**Prerecorded Announcement and Music Reproducer (PRAM)**	18 JUN 15

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	MI-44-17	**Cabin Assignment Module (CAM)**	18 JUN 15
	MI-44-18	**Emergency System**	18 JUN 15
R	MI-44-19	**Cabin Crew Panel**	12 JAN 24
	MI-44-50	**Cabin Monitoring System**	18 JUN 15
	MI-46-01	**OIS Overhead Panel**	18 JUN 15
	MI-46-02	**COM MAINTENANCE Overhead Panel**	18 JUN 15
	MI-46-03	**ACMS Overhead Panel**	18 JUN 15
	MI-46-10	**Information Core Systems**	19 JUL 19
R	MI-46-20	**Cockpit Information Systems**	12 JAN 24
	MI-46-21	**Air Traffic Control (ATC) System**	19 JUL 19
	MI-46-25	**Onboard Information System (OIS)**	19 JUL 19
	MI-46-30	**Maintenance Information Systems**	19 JUL 19
	MI-46-40	**Cabin Information Systems**	19 JUL 19
	MI-46-50	**Miscellaneous Information Systems**	18 JUN 15
	MI-47-10	**Generation/Storage**	19 JUL 19
	MI-49-01	**APU Overhead Panel**	18 JUN 15
	MI-49-02	**APU Maintenance Overhead panel**	18 JUN 15
	MI-49-07	**Indications on the APU SD Page**	18 JUN 15
	MI-49-09	**Dispatch Messages**	18 JUN 15
	MI-49-10	**Power Plant**	19 JUL 19
	MI-49-16	**Air Intake System**	01 JUL 22
	MI-49-40	**APU Ignition and Starting**	18 JUN 15
	MI-49-62	**APU Emergency Shutdown**	18 JUN 15
	MI-49-90	**APU Oil**	19 JUL 19
	MI-50-10	**Cargo Compartments**	28 APR 23
	MI-50-20	**Cargo Loading Systems (CLS)**	01 JUL 22
	MI-52-01	**Maintenance Overhead Panel**	18 JUN 15
	MI-52-07	**Indications on the DOOR/OXYGEN SD page**	19 JUL 19
	MI-52-10	**Passenger/Crew**	09 SEP 22
	MI-52-30	**Cargo**	27 DEC 19
	MI-52-51	**Cockpit Door**	07 JAN 22
	MI-52-53	**CKPT DOOR Panel on the Center Pedestal**	18 JUN 15
	MI-52-71	**Doors and Slides Control System**	19 JUL 19
	MI-56-10	**Cockpit Windows**	19 JUL 19
R	MI-56-20	**Cabin Windows**	12 JAN 24
	MI-56-30	**Door Windows**	27 DEC 19
	MI-73-01	**ENG Maintenance Overhead Panel**	18 JUN 15
	MI-73-09	**Dispatch Messages**	01 JUL 22
	MI-73-21	**Engine Control and Fault Monitoring**	30 APR 21

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	MI-73-25	**Functional Interfaces with FADEC**	06 JAN 23
	MI-74-31	**Ignition Starting and Continuous Relight**	18 JUN 15
	MI-75-09	**Dispatch Messages**	30 APR 21
	MI-75-11	**Engine Section Stator Anti-Icing**	18 JUN 15
	MI-75-24	**Turbine Cooling Control System**	01 JUL 22
	MI-75-33	**Air Bleed System**	27 DEC 19
	MI-77-07-01	**Indications on the CRUISE page**	19 JUL 19
	MI-77-07-02	**Indications on the ENG SD page**	03 JUL 20
	MI-77-07-03	**Indications on the FUEL SD page**	19 JUL 19
	MI-78-09	**Dispatch Message**	22 JAN 21
	MI-78-30	**Engine Reverser**	19 JUL 19
	MI-79-07	**Indications on the ENG SD page**	18 JUN 15
	MI-79-09	**Dispatch Messages**	06 JAN 23
	MI-79-34	**Oil Debris Monitoring System**	19 JUL 19
	MI-79-35	**Oil Filter Clogging Indicating System**	30 APR 21
	MI-80-01	**ENG Overhead Panel**	18 JUN 15
	MI-80-11	**Pneumatic Starter and Valve System**	22 JAN 21
	MI-80-12	**ENG MASTER Panel on the Center Pedestal**	18 JUN 15
	MO-21-01	**AIR Overhead Panel**	22 JAN 21
	MO-21-02	**CABIN PRESS Overhead Panel**	18 JUN 15
	MO-21-07-01	**Indications on the BLEED SD page**	18 JUN 15
	MO-21-07-03	**Indications on the COND SD page**	27 DEC 19
	MO-21-09	**Dispatch Messages**	01 DEC 23
	MO-21-21	**Cabin Fresh/Recirculated Air Distribution**	19 JUL 19
	MO-21-23	**Compartment Air Extraction**	19 JUL 19
	MO-21-25	**Unpressurized Compartments Ventilation**	11 SEP 20
	MO-21-26	**Avionics Equipment Ventilation**	27 DEC 19
	MO-21-28	**Lower Deck Cargo Compartment Ventilation and Cooling**	03 JUL 20
	MO-21-29	**Commercial Equipment Ventilation**	18 JUN 15
	MO-21-31	**Pressure Control and Monitoring**	28 APR 23
E	MO-21-50	**Air Cooling**	12 JAN 24
	MO-21-55	**Emergency Air Supply**	22 JAN 21
	MO-21-58	**Air Supply on Fuel Inerting**	01 DEC 23
	MO-21-60	**Temperature Control**	28 APR 23
	MO-22-09	**Dispatch Messages**	19 JUL 19
	MO-22-10	**AP/FD**	07 JAN 22
	MO-22-30	**Autothrust (A/THR)**	18 JUN 15
	MO-22-60	**Flight Envelope**	19 JUL 19
R	MO-22-70	**Flight Management (FM)**	12 JAN 24

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	MO-22-80	**AFS Control Panel**	01 JUL 22
R	MO-22-81	**EFIS Control Panel**	12 JAN 24
	MO-23-02	**Maintenance Overhead Panel**	18 JUN 15
	MO-23-11	**HF System**	19 JUL 19
	MO-23-12	**VHF System**	19 JUL 19
	MO-23-21	**Datalink**	19 JUL 19
	MO-23-28	**Satellite Communication**	19 JUL 19
	MO-23-51	**Audio Integrating and Voice Command Systems**	19 JUL 19
	MO-23-52	**Radio and Audio Management Panels (RMP)**	18 JUN 15
	MO-24-01	**ELEC Overhead Panel**	19 JUL 19
	MO-24-04-01	**BAT Overhead Panel**	18 JUN 15
	MO-24-09	**Dispatch Messages**	18 JUN 15
	MO-24-22	**AC Main Generation**	07 JUL 23
	MO-24-23	**AC Auxiliary Generation**	19 JUL 19
	MO-24-24	**AC Emergency Generation**	07 JAN 22
	MO-24-36	**Battery Main Generation**	11 MAR 22
	MO-24-41	**AC External Power Control**	03 JUL 20
	MO-24-51	**230 VAC Distribution**	18 JUN 15
	MO-24-71	**Electrical Power Distribution Center**	18 JUN 15
	MO-25-12	**Third Occupant Seat**	18 JUN 15
	MO-25-13	**Fourth Occupant Seat**	18 JUN 15
	MO-25-14	**Cockpit Equipment**	30 APR 21
	MO-25-21	**Passenger Compartment Seats**	03 JUL 20
	MO-25-22	**Cabin Attendant Seats**	19 JUL 19
	MO-25-24	**Cabin Stowage Compartments**	28 APR 23
	MO-25-35	**Galley Equipment**	28 APR 23
	MO-25-40	**Lavatories**	27 DEC 19
	MO-25-50	**Additional Compartments**	18 JUN 15
	MO-25-62	**Cabin Escape Facilities**	19 JUL 19
	MO-25-64	**First Aid Equipment**	19 JUL 19
	MO-25-65	**Emergency Equipment**	19 JUL 19
	MO-26-10	**Engine, APU and MLG Bay Fire and Overheat Detection**	01 DEC 23
	MO-26-17	**Lavatory Fire and Smoke Detection**	19 JUL 19
	MO-26-18	**Cabin Sub-Compartment Fire and Smoke Detection**	19 JUL 19
	MO-26-20	**Engine and APU Fire Extinguishing**	11 SEP 20
	MO-26-25	**Lavatory Fire Extinguishing**	19 JUL 19
	MO-27-01	**F/CTL Overhead Panel**	18 JUN 15
	MO-27-02	**RUDDER TRIM Pedestal Panel**	18 JUN 15
	MO-27-14	**Aileron Actuation and Monitoring**	01 DEC 23

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	MO-27-22	Rudder Trim Actuation and Artificial Feel	19 JUL 19
	MO-27-24	Rudder Actuation and Monitoring	18 JUN 15
	MO-27-51	High Lift Control and Monitoring	22 JAN 21
	MO-27-64	Spoiler Actuation and Monitoring	22 JAN 21
	MO-27-81	Slat Control and Monitoring	18 JUN 15
	MO-27-92	Primary Flight Control System - Control Inputs	27 SEP 19
	MO-27-93	PRIMary (PRIM) PFCS Computer	19 JUL 19
	MO-27-94	SECondary (SEC) PFCS Computer	19 JUL 19
	MO-27-96	Flight Control Data Concentrator (FCDC) Function	18 JUN 15
	MO-28-01-02	Center Tank pb-sw lights	18 JUN 15
	MO-28-07-02	Fuel Quantity Indications on the FUEL SD page	22 JAN 21
	MO-28-21	Engine Feed Fuel Pump System	07 JUL 23
	MO-28-22	APU Fuel System	18 JUN 15
	MO-28-23	Crossfeed System	18 JUN 15
R	MO-28-25	Refuel/Defuel System	12 JAN 24
E	MO-28-31	Jettison System	12 JAN 24
	MO-28-42	Quantity Indicating	01 SEP 23
	MO-28-46	Tank Level Sensing	01 SEP 23
	MO-28-49	Fuel Properties Measurement	19 JUL 19
	MO-28-51	Fuel Quantity and Management System (FQMS)	01 SEP 23
R	MO-29-10	Main Hydraulic Power	12 JAN 24
	MO-29-20	Auxiliary Hydraulic Power	18 JUN 15
	MO-29-33	Hydraulic System Monitoring	22 JAN 21
	MO-30-11	Wing Ice Protection	18 JUN 15
	MO-30-21	Engine Air Intake Ice Protection	22 JAN 21
	MO-30-42	Cockpit Windows Anti-Icing and Defogging	19 JUL 19
	MO-30-45	Windshield Rain Protection	22 JAN 21
	MO-30-71	Waste Water Ice Protection	19 JUL 19
	MO-30-81	Ice Detection	18 JUN 15
	MO-31-01	RCDR Overhead Panel	18 JUN 15
R	MO-31-02	Overhead Panel & Main Instrument Panel	12 JAN 24
R	MO-31-19	ECAM Control Panel	12 JAN 24
	MO-31-28	Tail Strike Indication	18 JUN 15
	MO-31-30	Recorders	09 SEP 22
R	MO-31-50	Flight Warning System (FWS)	12 JAN 24
	MO-31-60	Control and Display System	19 JUL 19
	MO-31-62	Keyboard and Cursor Control Unit	18 JUN 15
R	MO-31-66	Concentrator and Multiplexer for Video (CMV)	12 JAN 24
	MO-32-07	Indications on the WHEEL SD page	19 JUL 19

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	MO-32-09	Dispatch Messages	03 JUL 20
	MO-32-31	Extension and Retraction	01 SEP 23
	MO-32-32	Emergency Extension	03 JUL 20
	MO-32-42	Normal Braking	22 JAN 21
	MO-32-43	Alternate Braking	28 APR 23
	MO-32-45	Parking Braking	19 JUL 19
E	MO-32-48	Brake Cooling	12 JAN 24
	MO-32-50	Steering	01 JUL 22
	MO-33-21	Cabin, CRC General Illumination	19 JUL 19
	MO-33-26	Lighted Signs	19 JUL 19
	MO-33-40	Exterior Lighting	19 JUL 19
	MO-33-50	Emergency Lighting	03 JUL 20
	MO-34-01	ADIRS Overhead Panel	07 JAN 22
	MO-34-02	SURV Overhead Panel	27 DEC 19
	MO-34-11	ADR Probes	18 JUN 15
	MO-34-12	ADIRS	07 JAN 22
	MO-34-13	Air Data	18 JUN 15
	MO-34-17	Switching Panel on the Main Instrument Panel	18 JUN 15
N	MO-34-20	Standby Navigation System	12 JAN 24
	MO-34-36	Multi Mode Receiver (MMR) Functions	01 DEC 23
	MO-34-38	Airport Navigation	19 JUL 19
	MO-34-42	Radio Altimeter	18 JUN 15
	MO-34-50	Radio/GNSS Navigation Systems	01 DEC 23
R	MO-34-71	Aircraft Environment Surveillance System (AESS)	12 JAN 24
	MO-35-20	Passenger Oxygen	19 JUL 19
	MO-35-30	Portable Oxygen	22 JAN 21
	MO-36-11	Engine Bleed Air Supply System	19 JUL 19
	MO-36-12	APU Bleed Air Supply and Crossbleed Systems	18 JUN 15
	MO-38-30	Lavatory Waste	27 SEP 19
R	MO-42-11	CPIOM	12 JAN 24
E	MO-42-41	CRDC	12 JAN 24
	MO-44-02	CALLS Overhead Panel	28 APR 23
	MO-44-03	EVAC Overhead Panel	19 JUL 19
	MO-44-11	DEU A	18 JUN 15
	MO-44-12	DEU B	18 JUN 15
	MO-44-14	Loudspeakers	19 JUL 19
	MO-44-15	Handsets	19 JUL 19
	MO-44-16	Prerecorded Announcement and Music Reproducer (PRAM)	19 JUL 19
	MO-44-18	Emergency System	18 JUN 15

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	MO-44-50	**Cabin Monitoring System**	19 JUL 19
	MO-46-10	**Information Core Systems**	19 JUL 19
R	MO-46-20	**Cockpit Information Systems**	12 JAN 24
	MO-46-21	**Air Traffic Control (ATC) System**	03 JUL 20
	MO-46-25	**Onboard Information System (OIS)**	18 JUN 15
	MO-46-30	**Maintenance Information Systems**	19 JUL 19
	MO-49-01	**APU Overhead Panel**	18 JUN 15
	MO-49-10	**Power Plant**	18 JUN 15
	MO-49-16	**Air Intake System**	11 MAR 22
	MO-49-40	**APU Ignition and Starting**	18 JUN 15
	MO-49-62	**APU Emergency Shutdown**	18 JUN 15
	MO-52-07	**Indications on the DOOR/OXYGEN SD page**	27 DEC 19
R	MO-52-10	**Passenger/Crew**	12 JAN 24
	MO-52-30	**Cargo**	27 DEC 19
	MO-52-51	**Cockpit Door**	19 JUL 19
	MO-52-53	**CKPT DOOR Panel on the Center Pedestal**	18 JUN 15
	MO-52-71	**Doors and Slides Control System**	18 JUN 15
	MO-56-10	**Cockpit Windows**	19 JUL 19
	MO-56-20	**Cabin Windows**	27 DEC 19
	MO-56-30	**Door Windows**	27 DEC 19
	MO-73-09	**Dispatch Messages**	01 JUL 22
	MO-73-21	**Engine Control and Fault Monitoring**	18 JUN 15
	MO-74-31	**Ignition Starting and Continuous Relight**	18 JUN 15
	MO-75-24	**Turbine Cooling Control System**	22 JAN 21
	MO-75-33	**Air Bleed System**	27 DEC 19
	MO-77-07-02	**Indications on the ENG SD page**	03 JUL 20
	MO-78-09	**Dispatch Message**	19 JUL 19
	MO-78-30	**Engine Reverser**	19 JUL 19
	MO-79-09	**Dispatch Messages**	18 JUN 15
	MO-79-34	**Oil Debris Monitoring System**	18 JUN 15
	MO-79-35	**Oil Filter Clogging Indicating System**	18 JUN 15
	MO-80-11	**Pneumatic Starter and Valve System**	22 JAN 21
	MM-25-90	**Non-Essential Equipment & Furnishings (NEF)**	28 APR 23
	MM-38-10	**Potable Water**	06 AUG 21
	MM-38-30	**Lavatory Waste**	06 AUG 21
	CDL-GEN-INTR	**Introduction**	08 AUG 19
	CDL-GEN-LIM	**Limitations**	22 MAR 19
	CDL-GEN-PERF	**Performance**	28 APR 23
	CDL-21-03	**Venturi Nozzle**	22 MAR 19

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	CDL-21-04	**Pack Ram Air Outlet Flap**	07 JUL 23
	CDL-21-05	**Pack Ram Air Inlet Flap**	28 APR 23
E	CDL-23-01	**Winglet and Wingtip Static Discharger**	12 JAN 24
	CDL-23-02	**Aileron Static Discharger**	22 MAR 19
E	CDL-23-03	**VTP Static Discharger**	12 JAN 24
E	CDL-23-04	**HTP Static Discharger**	12 JAN 24
	CDL-23-09	**ELT Antenna**	01 SEP 23
N	CDL-23-10	**VTP Taxi Aid Camera Fairing Glazing**	12 JAN 24
N	CDL-23-11	**Belly Taxi Aid Camera**	12 JAN 24
	CDL-27-01	**Droop Nose Inboard Seal**	07 JUL 23
	CDL-27-02	**Droop Nose Outboard Seal**	22 MAR 19
	CDL-27-03	**Droop Nose Lower Seal**	22 MAR 19
	CDL-27-04	**Droop Nose Spanwise Pressure Seal**	22 MAR 19
	CDL-27-05	**Slat 2 Lower Trailing Edge Seal**	22 MAR 19
	CDL-27-06	**Slat 6 Lower Trailing Edge Seal**	22 MAR 19
	CDL-27-07	**Slat 7 Lower Trailing Edge Seal**	22 MAR 19
	CDL-27-08	**Slat End Flipper Seal**	22 MAR 19
	CDL-27-10	**Slat Spanwise Pressure Seal**	22 MAR 19
	CDL-27-11	**Flap Track Aft Tip Fairing**	22 MAR 19
	CDL-27-12	**Slat 2, 5, 6, 7 Weather Seal**	28 APR 23
	CDL-27-13	**Slat 3, 4 Weather Seal**	28 APR 23
	CDL-27-14	**Flap Track Fairing Attachment Point Cover**	22 MAR 19
	CDL-27-15	**Flap Track Aft Fairing Seal**	22 MAR 19
	CDL-27-17	**Fixed to Moveable Fairing Seal**	08 AUG 19
	CDL-27-18	**Inner Flap Inner Seal**	22 MAR 19
	CDL-27-19	**Inner to Outer Flap Seal**	05 FEB 20
	CDL-27-20	**Outer Flap Outer Seal**	22 MAR 19
	CDL-27-21	**Seal of FTE Lower Panel to Inner Flap**	22 MAR 19
	CDL-27-22	**Seal of FTE Lower Panel to Outer Flap**	22 MAR 19
	CDL-27-23	**Aileron End Seal**	22 MAR 19
	CDL-27-24	**Seal of FTE Upper Panel to Aileron**	22 MAR 19
	CDL-27-25	**Seal of FTE Lower Panel to Aileron**	22 MAR 19
	CDL-27-26	**Slat 2, 6, 7 Vertical Baffle Seal**	22 MAR 19
	CDL-27-27	**Slat 3, 4, 5 Vertical Baffle Seal**	22 MAR 19
	CDL-27-28	**Slat Track Closing Plate**	28 APR 23
E	CDL-28-01	**Fuel Jettison Tube**	12 JAN 24
	CDL-28-03	**Refuel Coupling Door Latch**	22 MAR 19
	CDL-28-04	**Refuel Coupling Cap**	22 MAR 19
	CDL-30-01	**Wiper Arm**	22 MAR 19

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	CDL-30-04	**Cockpit Ice Visual Indicator**	22 MAR 19
	CDL-30-06	**Ice Fence**	22 MAR 19
	CDL-32-01	**Nose Landing Gear Tow Fitting**	22 MAR 19
	CDL-32-02	**Nose Wheel Steering Disconnect Panel Access Door**	22 MAR 19
	CDL-32-03	**Nose Gear Maintenance Panel Access Door**	22 MAR 19
	CDL-32-04	**Nose Landing Gear Wheel Hubcap**	22 MAR 19
	CDL-32-05	**Brake Wear Pin Indicator**	22 MAR 19
E	CDL-32-06	**Brake Cooling Fan Debris Guard**	12 JAN 24
	CDL-32-07	**Main Landing Gear Brake Rod Lanyard**	22 MAR 19
	CDL-32-08	**Main Landing Gear Axle Sleeve Button**	22 MAR 19
N	CDL-32-09	**Main Landing Gear Wheel Hubcap**	12 JAN 24
	CDL-32-10	**Tire Pressure Sensor**	05 FEB 20
	CDL-32-11	**Nose Landing Gear Torque Link Noise Cap**	22 MAR 19
	CDL-32-12	**Nose Landing Gear Uplock Roller**	22 MAR 19
	CDL-32-13	**Main Landing Gear Uplock Roller**	22 MAR 19
	CDL-32-16	**Main Landing Gear Aft Sidestay Spring Aerodynamic Deflector**	22 MAR 19
	CDL-32-17	**Main Landing Gear Noise End Cap**	22 MAR 19
	CDL-33-01	**HTP Logo Light Glazing**	22 MAR 19
E	CDL-33-02	**Rear Strobe Light Glazing**	12 JAN 24
E	CDL-33-03	**Rear Navigation Light Glazing**	12 JAN 24
	CDL-33-04	**Lower Beacon Light Glazing**	22 MAR 19
	CDL-33-05	**Upper Beacon Light Glazing**	22 MAR 19
	CDL-33-06	**Evacuation Area Light Glazing**	22 MAR 19
N	CDL-33-07	**Wing Taxi Aid Camera Light Glazing**	12 JAN 24
	CDL-33-08	**Wing and Engine Scan Light Glazing**	05 FEB 20
N	CDL-33-09	**Belly Taxi Aid Camera Light Glazing**	12 JAN 24
R	CDL-33-10	**Taxi And Runway Turn Off Light Glazing**	12 JAN 24
R	CDL-33-11	**Takeoff Light Glazing**	12 JAN 24
N	CDL-33-13	**Rear Navigation and Strobe Light Glazing**	12 JAN 24
	CDL-38-01	**Water Waste Drain Mast**	22 MAR 19
	CDL-38-02	**Waste Service Panel Access Door**	28 APR 23
	CDL-38-03	**Potable Water Panel Access Door**	22 MAR 19
	CDL-38-04	**Bilge Drain Valve**	22 MAR 19
	CDL-38-05	**Drainage Pipe**	22 MAR 19
	CDL-52-01	**Middle Scuff Plate of Passenger Door 1**	03 JUL 20
	CDL-52-02	**Rain Gutter**	22 MAR 19
	CDL-52-03	**Passenger Door Aerodynamic Seal**	22 MAR 19
	CDL-52-04	**Forward and Aft Cargo Door Latch Handle Grip**	05 FEB 20
	CDL-52-07	**Aft Cargo Door Access Cover Panel**	05 FEB 20

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M(1)	Localization	Subsection Title	Rev. Date
	CDL-52-08	Cargo Door Flag Indicator	03 JUL 20
	CDL-52-09	Bulk Cargo Door Outer Handle	28 APR 23
	CDL-52-10	Lateral Scuff Plate of Passenger Door 1,2,3,4	03 JUL 20
	CDL-52-11	Middle Scuff Plate of Passenger Door 2,3,4	03 JUL 20
	CDL-52-12	Aft Nose Landing Gear Door	28 APR 23
	CDL-53-04	Cargo Compartment Control Panel Access Door	22 MAR 19
	CDL-53-05	Cargo Door Operating Panel Access Door	22 MAR 19
	CDL-53-07	Tail Strike Indicator	22 MAR 19
	CDL-53-08	Interface Bolt Access Cover	22 MAR 19
	CDL-53-09	Aft Hoisting Point Cover	22 MAR 19
	CDL-53-10	Rear Fuselage Jacking Point Cover	22 MAR 19
	CDL-53-11	Forward Drain Nipple Cap	22 MAR 19
	CDL-53-12	Nose Landing Gear Ground Door Opening Handle	22 MAR 19
	CDL-53-13	Seal of Belly Fairing to Fuselage	22 MAR 19
E	CDL-53-14	Seal of Belly Fairing to Overwing	12 JAN 24
	CDL-53-15	Seal of Belly Fairing to Underwing	22 MAR 19
	CDL-53-16	Belly Fairing to Flap Upper Surface Seal	22 MAR 19
	CDL-53-17	Belly Fairing to Flap Trunnion Seal	01 JUL 22
	CDL-53-18	Belly Fairing to Flap Forward Seal	22 MAR 19
	CDL-53-19	RAT Door Seal	22 MAR 19
	CDL-53-20	MLG Door FWD Seal	22 MAR 19
	CDL-53-21	MLG Door Seal (197BL,198BR)	22 MAR 19
	CDL-53-22	MLG Door Seal (197FB,198EB)	22 MAR 19
	CDL-53-23	MLG Door Seal (197EL,198ER)	22 MAR 19
	CDL-53-24	MLG Door Seal (197CL,198CR)	22 MAR 19
	CDL-53-25	MLG Door Seal (FLX01)	22 MAR 19
	CDL-53-26	MLG Door Seal (FLX02)	22 MAR 19
	CDL-53-27	MLG Door Seal (FLX03)	22 MAR 19
	CDL-53-28	MLG Door Seal (FLX04)	22 MAR 19
	CDL-53-29	ERAI Seal	22 MAR 19
	CDL-53-32	Seal of Wing Root to Leading Edge	22 MAR 19
E	CDL-53-33	External Power Panel Access Door Seal	12 JAN 24
	CDL-53-36	Nose Jacking Fitting Screw Plug	22 MAR 19
	CDL-53-38	Forward Cargo Door Scuff Plate	22 MAR 19
	CDL-53-39	Aft Cargo Door Scuff Plate	22 MAR 19
	CDL-53-40	Bulk Cargo Door Scuff Plate	22 MAR 19
	CDL-53-65	Forward Nose Landing Gear Door Seal	05 FEB 20
	CDL-53-66	Aft Nose Landing Gear Door Seal	28 APR 23
	CDL-53-67	Cargo Door Operating Panel Scuff Plate	03 JUL 20

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M[1]	Localization	Subsection Title	Rev. Date
	CDL-53-68	**Cargo Loading System Panel Scuff Plate**	03 JUL 20
	CDL-53-69	**Supplemental Cooling System Aft Flap Seal**	03 JUL 20
	CDL-54-01	**Seal between APF and RSS**	22 MAR 19
	CDL-54-02	**Seal between Gutter and Taco Shell**	22 MAR 19
	CDL-55-01	**VTP Lower Rudder Seal**	22 MAR 19
	CDL-55-02	**VTP Trailing Edge Panel Seal**	22 MAR 19
	CDL-55-03	**Rudder Hoisting Point Cover**	22 MAR 19
	CDL-55-04	**Dorsal Fin Hoisting Point Cover**	22 MAR 19
	CDL-55-05	**VTP Leading Edge Panel Hoisting Point Cover**	22 MAR 19
	CDL-55-06	**VTP Shell Hoisting Point Cover**	22 MAR 19
	CDL-55-07	**VTP Tip Hoisting Point Cover**	22 MAR 19
	CDL-55-08	**HTP Trailing Edge Seal**	22 MAR 19
	CDL-55-09	**HTP Outboard Elevator Seal**	22 MAR 19
	CDL-55-10	**HTP Tip Hoisting Point Cover**	22 MAR 19
	CDL-55-11	**HTP Elevator Hoisting Point Cover**	22 MAR 19
	CDL-55-12	**HTP Tip Maintenance Door**	22 MAR 19
	CDL-55-13	**Dorsal Fin Fairing Seal**	22 MAR 19
	CDL-55-14	**VTP Lower Trailing Edge Panel Seal**	22 MAR 19
	CDL-55-15	**HTP Karman Fairing Seal**	08 AUG 19
	CDL-55-16	**HTP Onglet Fairing Seal**	05 AUG 21
	CDL-55-17	**VTP Root Joint Cover**	22 MAR 19
	CDL-55-18	**VTP Rudder Cap Filler**	22 MAR 19
	CDL-55-19	**Rear Maintenance Door Seal**	03 JUL 20
	CDL-55-20	**Rear Overpressure Door Seal**	03 JUL 20
	CDL-55-21	**Rear Overpressure Door Latch**	03 JUL 20
	CDL-57-01	**Winglet Tip Cap**	22 MAR 19
	CDL-57-02	**Aileron Hoisting Point Cover**	22 MAR 19
	CDL-57-03	**Winglet to Wingtip Seal**	22 MAR 19
	CDL-57-04	**FLE Lower Panel Inspection Cover**	22 MAR 19
	CDL-57-05	**Seal of Trailing Edge Panel to Spoiler**	28 APR 23
	CDL-57-06	**Spoiler End Seal**	22 MAR 19
	CDL-57-07	**Under-Wing Jacking Point Cover**	22 MAR 19
	CDL-57-08	**FTE Access Plug Cover**	22 MAR 19
	CDL-57-09	**Seal of Trailing Edge Panel to Droop Panel**	28 APR 23
	CDL-57-10	**Droop Panel End Seal**	03 JUL 20
	CDL-57-11	**EHA Air Duct**	22 MAR 19
	CDL-57-12	**Aileron Hinge Fairing**	22 MAR 19
	CDL-57-13	**Aileron Hinge Fairing Seal**	22 MAR 19
	CDL-57-14	**Wingtip Leading Edge Fairing Seal**	22 MAR 19

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M[1]	Localization	Subsection Title	Rev. Date
	CDL-57-15	Inner Wing Leading Edge to DND Fixed Seal	22 MAR 19
	CDL-57-16	Outer Falsework Lower Seal	22 MAR 19
	CDL-57-17	Outer Falsework Upper Seal	22 MAR 19
	CDL-57-18	FLE Slat Track Seal	22 MAR 19
	CDL-57-19	Slat Translating Cable Seal	28 APR 23
	CDL-57-20	FTE Panel 1 Seal	22 MAR 19
	CDL-57-21	FTE Panel 3 Seal	22 MAR 19
	CDL-57-22	FTE to MLG Door Seal	09 JUL 20
	CDL-57-23	Hinged Door Seal	22 MAR 19
	CDL-57-24	MLG-Hinged Door Seal	22 MAR 19
	CDL-57-25	Outer Falsework Seal Plate	28 APR 23
	CDL-57-26	Outer Falsework Upper Surface Corner Seal	22 MAR 19
	CDL-57-28	Slat Track Aperture Seal	28 APR 23
	CDL-57-30	FTE Lower Panel 16 Chordwise Seal	22 MAR 19
	CDL-57-31	FTE Lower Panel to Belly Fairing Seal	22 MAR 19
	CDL-57-32	Outer Aileron to Wingtip Lower Surface Seal	22 MAR 19
	CDL-57-33	MLG Leg Fairing Door Seal	22 MAR 19
	CDL-57-34	Vortex Generator	22 MAR 19
	CDL-57-35	Droop Nose Device Inner End Filling Panel	05 FEB 20
	CDL-57-39	Outer FLE - Slat 5 Lower Trailing Edge Seal	03 JUL 20
	CDL-57-40	Outer Aileron to Wingtip Upper Surface Seal	03 JUL 20
	CDL-57-41	Edge Seal of the OFW Seal Plate	03 JUL 20
	CDL-57-42	Plug Seal of the Slat Translating Cable Device	03 JUL 20
	CDL-71-01	Fan Cowl HOR	28 APR 23
	CDL-71-02	Fan Cowl Hoisting Point Cover	22 MAR 19
	CDL-71-03	Fan Cowl HOR Fitting	22 MAR 19
	CDL-71-04	Fan Cowl HOR Remote Release System	05 FEB 20
E	CDL-71-05	Fan Cowl Latch Access Panel	12 JAN 24
	CDL-71-06	Fan Cowl to Thrust Reverser Bumper	22 MAR 19
	CDL-71-07	Air Inlet External Aerofiller	22 MAR 19
	CDL-71-08	Air Inlet Hoisting Point Cover	22 MAR 19
	CDL-71-09	Nacelle Strake	22 MAR 19
	CDL-78-01	Thrust Reverser HOR	22 MAR 19
	CDL-78-02	Thrust Reverser Latch Access Door Lanyard	22 MAR 19
	CDL-78-04	Thrust Reverser Inhibition Pin Cover Plate	22 MAR 19
	CDL-78-05	Thrust Reverser Beaver Tail Seal	22 MAR 19
	CDL-78-06	Thrust Reverser Beaver Tail Upper Lateral Seal	22 MAR 19
	CDL-78-07	Thrust Reverser Beaver Tail Lower Lateral Seal	22 MAR 19
	CDL-78-10	Thrust Reverser Transcowl Seal	03 JUL 20

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M(1)	Localization	Subsection Title	Rev. Date
	CDL-78-11	**Core Cowl Seal**	28 APR 23
	CDL-78-14	**Thrust Reverser Blocker Door Seal**	03 JUL 20
	CDL-78-15	**Thrust Reverser Inhibition Pin**	06 AUG 21

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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M	Localization	DU Title	DU identification	DU date

No Temporary Documentary Unit

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This table gives, for each delivered aircraft, the cross reference between:

- The Manufacturing Serial Number (MSN).
- The Fleet Serial Number (FSN) of the aircraft as known by AIRBUS S.A.S.
- The registration number of the aircraft as known by AIRBUS S.A.S.
- The aircraft model.

M(1)	MSN	FSN	Registration Number	Model
	0049		B-18901	350-941
	0057		B-18902	350-941
	0066		B-18903	350-941
	0073		B-18905	350-941
	0092		B-18906	350-941
	0105		B-18907	350-941
	0121		B-18908	350-941
	0138		B-18909	350-941
	0151		B-18910	350-941
	0162		B-18912	350-941
	0179		B-18915	350-941
	0191		B-18916	350-941
	0208		B-18917	350-941
	0239		B-18918	350-941
N	0358		B-18919	350-941

(1) Evolution code : N=New, R=Revised

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
N	L04027	32-P037 00	13 NOV 23	LANDING GEAR - LANDING GEAR MANAGEMENT SYSTEM - INTRODUCE BCS SOFTWARE STANDARD S5B.
	Applicable to: ALL			
N	L06001	42-P013 00	13 NOV 23	FUEL - FUEL QUANTITY AND MANAGEMENT SYSTEM (FQMS) - DEFINE AND INSTALL FQMS V5.1 SOFTWARE STANDARD.
	Applicable to: ALL			
R	L31465		07 JUN 18	AIR CONDITIONING - COCKPIT AIR DISTRIBUTION - Remove Cockpit Restrictor Valve in S.13/14
1	**Applicable to: B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**			
	L41091		18 JUN 15	AIR CONDITIONING-LOWER DECK CARGO COMPARTMENT VENTILATION:DEFINE AND INSTALL LOWER DECK FORWARD CARGO COMPARTMENT VENTILATION AND TEMPERATURE CONTROL
	Applicable to: ALL			
	L41114		18 JUN 15	COMMUNICATIONS - HF SYSTEM - Define and install a second HF system
	Applicable to: ALL			
N	L41127		13 NOV 23	COMMUNICATIONS - EXTERNAL VIDEO SYSTEM - Install Taxiing Aid Camera System (TACS) ATA 23 part
	Applicable to: B-18919			
	L41135		18 JUN 15	FUEL - REFUEL/DEFUEL SYSTEM - Define and Install refuel/defuel coupling on LH wing
	Applicable to: ALL			
R	L41136		18 JUN 15	FUEL - JETTISON SYSTEM: Define and install Jettison Fuel System
2	**Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**			
N	L41149		13 NOV 23	NAVIGATION - ATTITUDE AND HEADING STANDBY DATA: INSTALL A SECOND ISIS
	Applicable to: B-18919			
	L41151		18 JUN 15	NAVIGATION - MULTI MODE RECEIVER (MMR) FUNCTIONS - Activate GLS function in the MMR.
	Applicable to: ALL			
	L41152		18 JUN 15	NAVIGATION - MULTI MODE RECEIVER (MMR) FUNCTIONS - Activate Satellite Landing System (SLS) in the MMR
	Applicable to: ALL			
	L41155		18 JUN 15	NAVIGATION - AUTOMATIC DIRECTION FINDING (ADF) - Define and install single ADF
	Applicable to: ALL			

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
	L41159		18 JUN 15	NAVIGATION - VOR/MARKER: Define and install VOR2/DME2
	Applicable to: B-18901, B-18902, B-18903, B-18905			
	L41176		13 APR 23	COMMUNICATIONS - AUDIO MANAGEMENT SYSTEM - Define and install Headset for the 4TH occupant
	Applicable to: ALL			
	L41193		18 JUN 15	Air Conditioning - Commercial Equipment Ventilation - Define And Install Fans And Ducting Provisions For CEV
	Applicable to: ALL			
	L41208		18 JUN 15	Air Conditioning - Commercial Equipment Ventilation - Define And Install Isolation Valve ISO1 For IFE Center Rack Ventilation
	Applicable to: ALL			
	L41260		18 JUN 15	LIGHTS - ANTICOLISION LIGHTS - Remove RH beacon light and Reallocate LH beacon light.
	Applicable to: ALL			
	L41377		09 MAR 16	FLIGHT CONTROLS - DEFINE AND INSTALL INBOARD AILERONS EHA -019 STANDARD TO CORRECT THE EM SUSCEPTIBILITY TO POWER SUPPLY TRANSIENT.
	Applicable to: ALL			
	L41378		01 SEP 16	ELECTRICAL AND ELECTRONIC COMMON INSTALLATION - GENERAL - Activate A350-900 series a/c variant by Hardware Pin Programming
	Applicable to: ALL			
N	L41387		13 NOV 23	LIGHTS - EXTERIOR - Define and Install Integrated Tail Cone Light and Single FWD Strobe Light
	Applicable to: B-18919			
R	L41450		18 JUN 15	INFORMATION SYSTEMS - GENERAL - Add EFB Third entity hosting capability
3	**Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**			
R	L41548		18 JUN 15	LANDING GEAR - BRAKE COOLING - Introduce Brake Cooling Fans (Goodrich wheels configuration)
4	**Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**			
	L41838	22-P012 01	06 DEC 17	AUTO FLIGHT - Define and install Automatic Emergency Descent function
	Applicable to: ALL			

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
	L41839	42-P005 01	09 MAR 16	INDICATING/RECORDING SYSTEMS - FWS - ACQUISITION/INTERFACE - Define and install FWS S4/2.0 standard
	Applicable to: ALL			
	L41906		09 MAR 16	Indicating/Recording Systems - Integrated Control Panels ¿ Define and install ICP-AIR AND ELEC S3.2 standard
	Applicable to: ALL			
	L42048		01 JUN 17	ELECTRICAL POWER - BATTERY MAIN GENERATION - Define and install Li-Ion Batteries system with a single exhaust pipe per side
	Applicable to: ALL			
	L42209		07 JUN 18	INDICATING/RECORDING SYSTEMS - INTEGRATED CONTROL PANELS (ICP) - Remove « No smoking » toggle switch from ICP LOWER CENTER
	Applicable to: ALL			
N	L42260		13 NOV 23	NAVIGATION - AIRCRAFT ENVIRONMENT SURVEILLANCE SYSTEM (AESS): Define & install ATSAW Step 2A activation based on AESS EIS standard
	Applicable to: B-18919			
	L42430		18 JUN 15	INDICATING/RECORDING SYSTEMS - FWS - ACQUISITION/INTERFACE - Define and install FWS S3/5.0 standard
	Applicable to: ALL			
R	L42454		13 DEC 16	HYDRAULIC POWER - Increase robustness of HYDRAULICS architecture to improve ATA42 OR define wiring impacts for CRDC
5	**Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**			
	L42471	42-P003 01	13 DEC 16	HYDRAULIC POWER - Define new HMCA S4.0 software
	Applicable to: ALL			
	L42519		03 DEC 15	ELECTRICAL POWER - PRIMARY AND SECONDARY POWER DISTRIBUTION - Define EPDS H4/S3.5.0.1 standard
	Applicable to: ALL			
R	L42522		13 DEC 16	HYDRAULIC POWER - MAIN - Introduce accumulator in nacelle to reduce suction line pressure peaks
6	**Applicable to: B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**			
	L42544		18 JUN 15	FLIGHT CONTROLS - PRIMARY FLIGHT CONTROL SYSTEM (PFCS) - INTRODUCE FCGS 6.1 SW STD
	Applicable to: ALL			

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M[(1)]	MODIFICATION	Linked SB	Incorp. Date	Title
	L42552		03 DEC 15	ICE AND RAIN PROTECTION - ICE DETECTION - Define and install AICF S3.1 standard
	Applicable to: ALL			
	L42571		14 JUN 16	FUEL - FUEL QUANTITY AND MANAGEMENT SYSTEM (FQMS) - Define FQMS V4 Software Standard
	Applicable to: ALL			
	L42630		14 JUN 16	FLIGHT CONTROLS - HIGH LIFT CONTROL AND MONITORING - Introduce post EIS standard 3.2.2 for SFCC
	Applicable to: ALL			
	L42655		14 JUN 16	NAVIGATION - VOR/MARKER - Define and install VOR2/DME2 and uninstall the 50 ohms load
	Applicable to: B-18906, B-18907, B-18908, B-18909, B-18910			
	L42666	24-P024 01	03 DEC 15	ELECTRICAL POWER - AC MAIN GENERATION - Define and install GCU S4
	Applicable to: ALL			
	L42746	22-P008 01	01 JUN 17	AUTO FLIGHT - GENERAL - Upgrade BTV-ROPS function to Step 3 with all runway states
	Applicable to: ALL			
R	L42771		06 DEC 17	ICE AND RAIN PROTECTION - WINDSHIELD RAIN PROTECTION - Remove rain repellent system (Equipments only)
7	**Applicable to: B-18918, B-18919**			
R	L42782		06 DEC 17	NAVIGATION - VOR/MARKER - Define and install VOR2 receiver and uninstall 50 ohms load
8	**Applicable to: B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**			
R	L42783		14 MAR 18	ICE AND RAIN PROTECTION - WINDSHIELD RAIN PROTECTION - Define and install rain repellent system
9	**Applicable to: B-18918, B-18919**			
	L42800		14 JUN 16	LANDING GEAR - EXTENSION AND RETRACTION - Introduce standard software S3B2 for Landing Gear Extension Retraction System (LGERS)
	Applicable to: ALL			
R	L42820		06 DEC 17	NAVIGATION - DISTANCE MEASURING EQUIPMENT (DME) -.Define and install DME2
10	**Applicable to: B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**			
	L42855		14 JUN 16	FLIGHT CONTROLS - HIGH LIFT CONTROL AND MONITORING - INTRODUCE POST EIS STANDARD 3.2.3 FOR SFCC
	Applicable to: ALL			

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
N	L42865		13 NOV 23	LIGHTS - EXTERIOR - Define and Install 3HID (Landing, Take-Off and RTO-Taxi lights) and 1HID (WES and Logo lights) in LED technology
	Applicable to: B-18919			
	L42875	27-P013 01	01 JUN 17	FLIGHT CONTROLS - PRIMARY FLIGHT CONTROL SYSTEM (PFCS) - Define and Install FCGS SW X8.0.2 standard
	Applicable to: ALL			
R	L42882		09 MAR 16	FLIGHT CONTROLS - Introduce new Inboard Aileron EHA -21 std
11	**Applicable to: B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**			
R	L42980		07 JUN 18	ELECTRICAL POWER - BATTERY MAIN GENERATION - Define and Install Ni-Cad Batteries
12	**Applicable to: B-18918, B-18919**			
	L43130	32-P021 01	06 DEC 17	LANDING GEAR - LANDING GEAR MANAGEMENT SYSTEM - Introduce Remote Braking Control Unit (RBCU) standard H4-2 on A350
	Applicable to: ALL			
R	L43174	34-P020 02	13 NOV 23	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING - Remove SSA probes and replace them by obturators
13	**Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18919**			
	L43207	32-P024 01	05 JUL 17	LANDING GEAR - PARKING BRAKING - INTRODUCE MODIFIED PARK BRAKE SELECTOR VALVE (PBSELV)
	Applicable to: ALL			
	L43234	27-P023 01	07 JUN 18	FLIGHT CONTROLS - PRIMARY FLIGHT CONTROL SYSTEM (PFCS) - DEFINE AND INSTALL FCGS X10 STANDARD
	Applicable to: ALL			
N	L43238	42-P014 00	13 NOV 23	NAVIGATION - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS) - DEFINE AND INSTALL ADIRS S6 STANDARD
	Applicable to: ALL			
	L43246	42-P007 01	12 SEP 18	FLIGHT CONTROLS - PRIMARY FLIGHT CONTROL SYSTEM (PFCS) - Define and install FCGS SW X9.1 standard
	Applicable to: ALL			

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
	L43253	32-P022 01	05 JUL 17	LANDING GEAR - LANDING GEAR MANAGEMENT SYSTEM - INTRODUCE S4A2 SOFTWARE FOR BRAKING CONTROL SYSTEM (BCS)
	Applicable to: ALL			
	L43257	31-P022 02 42-P007 01	14 MAR 18	EQUIPMENT/FURNISHINGS - LININGS AND FURNISHINGS - Remove of «DEACT » sticker for T.O SURV push button
	Applicable to: ALL			
	L43342	25-P068 07	14 MAR 18	EQUIPMENT/FURNISHINGS - ELT SYSTEM - DEFINE AND INSTALL LOW FREQUENCY-UNDERWATER LOCATOR BEACON (LF-ULB)
	Applicable to: ALL			
	L43385	42-P011 01	12 SEP 18	FIRE PROTECTION - ENGINE FIRE AND OVERHEAT DETECTION - DEFINE AND INSTALL FIRE PROTECTION SYSTEM (FPS) STANDARD S6
	Applicable to: ALL			
	L43487	42-P007 01	06 SEP 17	INDICATING/RECORDING SYSTEMS - FWS - ACQUISITION/INTERFACE - DEFINE AND INSTALL FWS S5/2.2 STANDARD
	Applicable to: ALL			
N	L43494		13 NOV 23	INTEGRATED MODULAR AVIONICS - AFDX NETWORK - REMOVE 4 AFDX SWITCHES ON ONE NETWORK AND THE ASSOCIATED WIRING
	Applicable to: B-18919			
	L43538	27-P023 01 31-P022 02	12 SEP 18	EQUIPMENT/FURNISHINGS - LININGS AND FURNISHINGS - REMOVE « DEACT » STICKER FOR ROPS PUSH BUTTON
	Applicable to: ALL			
	L43554	29-P013 00	12 SEP 18	HYDRAULIC POWER - HYDRAULIC POWER - MAIN - Define and Install EDP-06 with improved Barrel design
	Applicable to: ALL			
	L43634	42-P007 01	06 DEC 17	FLIGHT CONTROLS - PRIMARY FLIGHT CONTROL SYSTEM (PFCS) - DEFINE AND INSTALL FCGS P9.1.3 STD
	Applicable to: ALL			
N	L48116	42-P012 01	13 NOV 23	INDICATING/RECORDING SYSTEMS - FWS - ACQUISITION/INTERFACE - DEFINE AND INSTALL FWS S6/2.0 STANDARD
	Applicable to: ALL			

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
N	L48121	42-P014 00	13 NOV 23	ENGINE FUEL AND CONTROL - FUNCTIONAL INTERFACES - DEFINE AND INSTALL ENGINE INTERFACE FUNCTION STANDARD S6-0
	Applicable to: ALL			
N	L48124	42-P012 01	13 NOV 23	FLIGHT CONTROLS - PRIMARY FLIGHT CONTROL SYSTEM (PFCS) - Define and Install FCGS SW X11 Standard
	Applicable to: ALL			
N	L48350	42-P012 01	13 NOV 23	INDICATING/RECORDING SYSTEMS - DISPLAY SYSTEMS DEFINE AND INSTALL CDS S6.1.1 STANDARD
	Applicable to: ALL			
N	L48440	42-P015 00	13 NOV 23	INTEGRATED MODULAR AVIONICS - COMMON REMOTE DATA CONCENTRATOR (CRDC) - DEFINE AND INSTALL MCCT CRDC B LINKED TO RAT PRESSURE SWITCH INHIBITION
	Applicable to: ALL			
	L60081		18 JUN 15	FIRE PROTECTION - AVIONICS COMPARTMENT FIRE AND SMOKE DETECTION - Define & Install IFE Center Rack smoke detection and associated wiring
	Applicable to: ALL			
R	L60114		18 JUN 15	CABIN SYSTEMS - IFE - HEAD END AND CABIN DISTRIBUTION - Define and install 6 WAPs for supplier Panasonic
14	**Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**			
	L60206		18 JUN 15	CABIN SYSTEMS - CDSS - Define and install equipment and wiring for ADU1 and 3 cameras
	Applicable to: ALL			
	L60271		18 JUN 15	E/F - ADDITIONAL COMPARTMENTS Integrate FCRC in DMU and adapt secondary structure for FCRC at Z1
	Applicable to: ALL			
	L60273		18 JUN 15	E/F - ADDITIONAL COMPARTMENTS Integrate CCRC in DMU and adapt secondary structure for CCRC 6 bunk at Z7
	Applicable to: ALL			
	L63018	26-P003 01	13 DEC 16	FIRE PROTECTION - DETECTION - Optimise AFT LDCC Smoke detection System (SDS)
	Applicable to: ALL			

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
N	L64338		13 NOV 23	CABIN SYSTEMS - INFLIGHT ENTERTAINMENT (IFE) - HEAD END AND CABIN DISTRIBUTION - Define and Install nWAP2 Supplier Zodiac
	Applicable to: B-18919			
	L85112		09 MAR 16	EXHAUST - THRUST REVERSER - INTRODUCE 55A THRUST REVERSER SYSTEM
	Applicable to: ALL			
	L91040	49-P006 01	01 SEP 16	AIRBORNE AUXILIARY POWER - CONTROL AND MONITORING - Introduce new APS ECB SW Standard 4.0
	Applicable to: ALL			
	L92171	42-P005 01	13 DEC 16	PNEUMATIC - ENGINE BLEED AIR SUPPLY SYSTEM - Introduce Post-EIS SW STANDARD 4.0 for EBAS and OHDS
	Applicable to: ALL			
	L92172	42-P005 01	11 OCT 17	ICE AND RAIN PROTECTION - WING ICE PROTECTION - Define Wing Ice Protection System standard S4.0
	Applicable to: ALL			
	L92231	21-P026 00	20 MAR 19	AIR CONDITIONING - AIR COOLING - INTRODUCE IMA OPS S/W S4.1 FOR HEATERS ON/OFF LOGIC
	Applicable to: ALL			
N	L92235		13 NOV 23	AIR CONDITIONING - PACK (AGU) CONTROL AND MONITORING - CHANGE OF ELECTRICAL POWER SUPPLY OF AGS RAM ACTUATOR
	Applicable to: B-18919			
	L95014		09 MAR 16	MISCELLANEOUS - ADDITIONAL CERTIFICATION ITEMS - Implement capability for revenue flight with the landing gear extended
	Applicable to: ALL			
	21-P026 00		20 MAR 19	PACK (AGU) CONTROL AND MONITORING - INTRODUCE IMA OPS SW S4.1 FOR THE AFT GALLEY HEATER
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909			
R	21-P038 03		06 OCT 22	PACK (AGU) CONTROL AND MONITORING - CHANGE ELECTRICAL POWER SUPPLY OF AGS RAM AIR ACTUATORS
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912			
	22-P008 01		14 MAR 18	GENERAL - UPGRADE BTV-ROPS FUNCTION TO STEP 3 WITH ALL RUNWAY STATES FOR POST-EIS
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906			

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
	22-P012 01		05 SEP 19	FLIGHT CONTROLS - PRIMARY (PRIM) PFCS COMPUTER - DEVELOP AUTOMATIC EMERGENCY DESCENT (AED) FUNCTION
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915			
	24-P024 01		12 NOV 18	AC MAIN GENERATION -DEFINE GCU S4
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906			
	24-P051 00		06 OCT 22	BATTERY MAIN GENERATION - INTRODUCE NI-CD BATTERIES OPTIMISED RETROFIT SOLUTION
	Applicable to: B-18901			
	24-P052 02		13 APR 23	BATTERY MAIN GENERATION - INTRODUCE NI-CD BATTERIES OPTIMISED RETROFIT SOLUTION
	Applicable to: B-18902			
	24-P053 03		12 JAN 23	BATTERY MAIN GENERATION - INTRODUCE NI-CD BATTERIES OPTIMISED RETROFIT SOLUTION
	Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909			
	24-P054 03		05 OCT 23	BATTERY MAIN GENERATION - INTRODUCE NI-CD BATTERIES OPTIMISED RETROFIT SOLUTION
	Applicable to: B-18910			
N	24-P055 03		13 NOV 23	BATTERY MAIN GENERATION - INTRODUCE NI-CD BATTERIES OPTIMISED RETROFIT SOLUTION
	Applicable to: B-18912			
	25-P068 07		13 APR 23	MISCELLANEOUS EMERGENCY EQUIPMENT - INSTALL LOW FREQUENCY UNDERWATER LOCATOR BEACON (LF-ULB)
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909			
	26-P003 01		11 JUN 19	DETECTION - OPTIMISE AFT LDCC SMOKE DETECTION SYSTEM (SDS)
	Applicable to: B-18901, B-18902			
	27-P013 01		05 MAR 20	PRIMARY FLIGHT CONTROL SYSTEM (PFCS) -DEFINE AND INSTALL FCGS STANDARD 8
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906			
	27-P023 01		07 JAN 19	PRIMARY FLIGHT CONTROL SYSTEM (PFCS) - INSTALL FLIGHT CONTROL AND GUIDANCE SYSTEM (FCGS) X10 STANDARD
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917			
R	27-P058 00		20 JUN 23	INTRODUCE PRIM P13.1.2 SOFTWARE STANDARD
	Applicable to: B-18901, B-18919			
	29-P009 01		12 SEP 18	MAIN - INTRODUCE ACCUMULATOR IN LH NACELLE TO REDUCE SUCTION LINE PRESSURE PEAKS
	Applicable to: B-18901, B-18902, B-18903, B-18905			

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
	29-P013 00		12 SEP 18	MAIN HYDRAULIC POWER - INTRODUCE NEW EDP-06 WITH IMPROVED BARREL DESIGN
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916			
N	29-P029 01		13 NOV 23	ELECTRICAL INSTALLATION - INTRODUCE NEW HARDWARE PIN PROGRAMMING (HPP) AND ADAPT CASE DRAIN (CD) MANIFOLDS WITH PT1000 SENSORS AIRCRAFT SERIES -900 WITH WIRING PROVISIONS
	Applicable to: B-18919			
	31-P022 02		05 SEP 19	INTEGRATED CONTROL PANELS (ICP) - INSTALL NEW ICP MID R AND STICKERS FOR TOS2/TOM AND ROPS FUNCTION MANUAL INHIBITION
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912			
N	31-P034 05		13 NOV 23	CONTROL AND DISPLAY SYSTEM (CDS) - INSTALL AND ACTIVATE TACTILE DISPLAY SCREENS
	Applicable to: B-18919			
	31-P039 00		05 NOV 20	DEFINE AND INSTALL WATER RESISTANT ICP ENG START & ECAM CONTROL PANEL
	Applicable to: ALL			
	32-P021 01		12 SEP 18	LANDING GEAR MANAGEMENT SYSTEM - INTRODUCE REMOTE BRAKING CONTROL UNIT (RBCU) STANDARD H4-2
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908			
	32-P022 01		12 SEP 18	LANDING GEAR MANAGEMENT SYSTEM -INTRODUCE S4A2 SOFTWARE FOR BRAKING CONTROL SYSTEM (BCS) AND S4A1 SOFTWARE FOR WHEEL STEERING CONTROL SYSTEM (WSCS)
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908			
	32-P024 01		07 JAN 19	PARKING BRAKING - INTRODUCE MODIFIED PARK BRAKE SELECTOR VALVE
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912			
R	32-P037 00		04 DEC 19	LANDING GEAR MANAGEMENT SYSTEM - INTRODUCE BCS SOFTWARE STANDARD S5B, WSCS SOFTWARE STANDARD S5B AND LGERS SOFTWARE S5A
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918			
R	34-P020 02		13 APR 23	SENSORS, POWER SUPPLY AND SWITCHING - REMOVE SSA PROBES AND REPLACEMENT BY COVER PLATES
	Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912			

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
	42-P003 01		04 DEC 19	AVIONICS BATCH 2 (PART1)
	Applicable to: B-18901, B-18902			
	42-P005 01		05 MAR 20	AVIONICS BATCH 2 (PART2)
	Applicable to: B-18901, B-18902			
	42-P007 01		20 MAR 19	AVIONICS BATCH 5 (PART2)
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915			
	42-P011 01		05 SEP 19	PIP/ULR AVIONIC BATCH (FQMS, IGGS, AICF AND FPS UPGRADE)
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917			
R	42-P012 01		04 JUN 20	AVIONICS BATCH 6 - PART 1
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918			
R	42-P013 00		08 SEP 20	AVIONICS BATCH 6 - PART 2
	Applicable to: ALL			
R	42-P014 00		08 SEP 20	AVIONICS BATCH 6 - PART 3
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918			
R	42-P015 00		07 OCT 21	CRDC - DEFINE AND INSTALL MCCT CRDC B LINKED TO RAT PRESSURE SWITCH INHIBITION
	Applicable to: ALL			
R	42-P017 03		20 JUN 23	AVIONICS BATCH 7A - PART 1
	Applicable to: B-18901, B-18919			
R	42-P018 00		20 JUN 23	AVIONICS BATCH 7A - PART 2
	Applicable to: B-18901, B-18919			
	49-P006 01		20 MAR 19	CONTROL AND MONITORING -INTRODUCE NEW ECB S/W STD 4.0
	Applicable to: B-18901, B-18902			
	73-P010 01		20 JUN 23	DEFINE AND INSTALL ENGINE INTERFACE FUNCTION STANDARD S8-0
	Applicable to: B-18901			
N	100349		16 NOV 23	COMMUNICATIONS - EXTERNAL VIDEO SYSTEM: INSTALL EXTENDED TAXIING AID CAMERA SYSTEM (ETACS) - ATA 23 PART
	Applicable to: B-18919			
	100357		22 MAR 19	FUEL - JETTISON SYSTEM: DEFINE AND INSTALL JETTISON FUEL SYSTEM
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918			

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M[(1)]	MODIFICATION	Linked SB	Incorp. Date	Title
R	103295		22 MAR 19	WINGS - FAIRINGS - Introduce additional vertical seal at the Fixed to Movable Fairing Interface
15	**Applicable to: ALL**			
R	107060		22 MAR 19	MISCELLANEOUS - ADDITIONAL CERTIFICATION ITEMS - Implement capability for revenue flight with the landing gear extended
16	**Applicable to: ALL**			
	107101		22 MAR 19	LANDING GEAR - BRAKE COOLING - Introduce Production standard BCF for Goodrich wheels configuration
	Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918			
R	108048		22 MAR 19	FUSELAGE - FAIRINGS - Modify Belly Fairing overwing sealing for -900
17	**Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**			
R	108892		22 MAR 19	STABILIZERS - REMOVE STATIC DISCHARGERS FROM HTP TIP FOR COST AND PARASITIC DRAG REDUCTION
18	**Applicable to: B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**			
	108913		22 MAR 19	WINGS - TRAILING EDGE AND TRAILING EDGE DEVICES - REVISE FLAP BLADE SEALS INBOARD OF FLAP SUPPORT 4
	Applicable to: B-18901, B-18902			
R	109239		22 MAR 19	WINGS - TRAILING EDGE AND TRAILING EDGE DEVICES - INTRODUCE NEW FLAP BLADE SEALS INBOARD OF FLAP SUPPORT 4
19	**Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**			
R	109582		22 MAR 19	LANDING GEAR - MAIN LANDING GEAR (MLG) INTRODUCE AERO-DEFLECTOR TO REDUCE THE AERODYNAMIC EFFECT ON THE AFT STAY FWD SPRING.
20	**Applicable to: ALL**			
R	109994		05 FEB 20	POWER PLANT - COWLING - INTRODUCE BLANKING PLATES INSTALLATION CAPABILITY
21	**Applicable to: B-18916, B-18917, B-18918, B-18919**			
N	110758		16 NOV 23	LIGHTS - EXTERIOR - Define and Install Integrated Tail Cone Light and Single FWD Strobe Light
	Applicable to: B-18919			

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M(1)	MODIFICATION	Linked SB	Incorp. Date	Title
N	110759		16 NOV 23	LIGHTS - EXTERIOR - Define and Install 3HID (Landing, Take-Off and RTO-TAxi lights) and 1HID (WES and Logo lights) in LED technology
	Applicable to: B-18919			
R	111138		22 MAR 19	STABILIZERS - HORIZONTAL STABILIZER - Revise HTP LEX onglet seal design
22	**Applicable to: ALL**			
R	111232		22 MAR 19	FUSELAGE - NOSE FORWARD FUSELAGE - Optimise External Power Door Seal
23	**Applicable to: B-18916, B-18917, B-18918, B-18919**			
R	111518		05 FEB 20	POWER PLANT FAN COWL - REVISE FAN COWL LATCHES L1 TO L4 FOR -84K
24	**Applicable to: B-18916, B-18917, B-18918, B-18919**			

(1) Evolution code : N=New, R=Revised, E=Effectivity

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Localization Title	Toc Index	ID	Reason
PLP-LOM-L31465	1	1	Effectivity update: The information now also applies to B-18919.
PLP-LOM-L41136	1	2	Effectivity update: The information no longer applies to all ACN.
PLP-LOM-L41450	2	3	Effectivity update: The information no longer applies to all ACN.
PLP-LOM-L41548	2	4	Effectivity update: The information no longer applies to all ACN.
PLP-LOM-L42454	3	5	Effectivity update: The information now also applies to B-18919.
PLP-LOM-L42522	3	6	Effectivity update: The information now also applies to B-18919.
PLP-LOM-L42771	4	7	Effectivity update: The information now also applies to B-18919.
PLP-LOM-L42782	4	8	Effectivity update: The information now also applies to B-18919.
PLP-LOM-L42783	4	9	Effectivity update: The information now also applies to B-18919.
PLP-LOM-L42820	4	10	Effectivity update: The information now also applies to B-18919.
PLP-LOM-L42882	5	11	Effectivity update: The information now also applies to B-18919.
PLP-LOM-L42980	5	12	Effectivity update: The information now also applies to B-18919.
PLP-LOM-L43174	5	13	Effectivity update: The information now also applies to B-18912.
PLP-LOM-L60114	7	14	Effectivity update: The information no longer applies to all ACN.
PLP-LOM-103295	12	15	Effectivity update: The information now also applies to B-18919.
PLP-LOM-107060	12	16	Effectivity update: The information now also applies to B-18919.
PLP-LOM-108048	12	17	Effectivity update: The information now also applies to B-18919.
PLP-LOM-108892	12	18	Effectivity update: The information now also applies to B-18919.
PLP-LOM-109239	12	19	Effectivity update: The information now also applies to B-18919.
PLP-LOM-109582	12	20	Effectivity update: The information now also applies to B-18919.
PLP-LOM-109994	12	21	Effectivity update: The information now also applies to B-18919.
PLP-LOM-111138	13	22	Effectivity update: The information now also applies to B-18919.
PLP-LOM-111232	13	23	Effectivity update: The information now also applies to B-18919.
PLP-LOM-111518	13	24	Effectivity update: The information now also applies to B-18919.

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GENERAL INFORMATION

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GEN-HMI How to Use the MEL Items Section?

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Ident.: GEN-GEN-00025544.0001001 / 14 APR 22
Applicable to: ALL

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REVISION TRANSMITTAL LETTER

Ident.: GEN-GEN-90000037.9000048 / 12 JAN 24
Applicable to: ALL

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RECORD OF REVISIONS

LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

ABBREVIATIONS

Ident.: GEN-GEN-00012142.0001001 / 04 OCT 23
Applicable to: ALL

A

Abbreviation	Term
A/BRK	Autobrake
A/THR	Autothrust

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Abbreviation	Term
AAP	Additional Attendant Panel
AAT	Aircraft Allocation Table
AC	Alternating Current
ACCU	Accumulator
ACFT	Aircraft
ACMS	Aircraft Condition Monitoring System
ACP	Audio Control Panel
ACS	Air Conditioning System
ADF	Automatic Direction Finder
ADGB	Active Differential Gearbox
ADIRS	Air Data Inertial Reference System
ADIRU	Air Data Inertial Reference Unit
ADR	Air Data Reference
ADS	Aircraft Documentation System
ADS-B	Automatic Dependent Surveillance Broadcast
ADS-C	Automatic Dependent Surveillance Contract
ADT	Autonomous Distress Tracking
AECM	Alternate Extension Control Module
AEFO	All Engine Flame Out
AFDX	Avionics Full Duplex Switched Ethernet
AFM	Airplane Flight Manual
AFS	Automatic Flight System
AFT	Aft
AGL	Above Ground Level
AIP	Attendant Indication Panel
ALT	Altitude
ALTN	Alternate
ANF	Airport Navigation Function
AOA	Angle of Attack
AOC	Airline Operational Control
AP	Autopilot
APCH	Approach
APP	Alternate Power Pack
APPR	Approach
APU	Auxiliary Power Unit
APU GEN	Auxiliary Power Unit Generator
AR	Authorization Required
ARA	Approaching Runway Advisory
ASCU	Air System Control Unit
ASFC	Avionics Server Function Cabinet

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Abbreviation	Term
ATA	Air Transport Association
ATC	Air Traffic Control
ATSU	Air Traffic Service Unit
ATT	Attitude
ATQC	Airbus Temporary Quick Change
ATU	Auto Transformer Unit
AUTO	Automatic
AUTO EMER DES	Automatic Emergency Descent
AVNCS	Avionics

B

Abbreviation	Term
B/UP	Backup
BAM	Bleed Air Monitoring
BAS	Bleed Air System
BAT	Battery
BBAND	Broadband
BCL	Battery Charge Limiter
BCS	Braking Control System
BITE	Built-In Test Equipment
BKUP	Backup
BMD	Backup Motor Driver
BOMU	Bleed and Overheat Monitoring Unit
BPTU	Brake Pedal Transmitter Unit
BRT	Bright
BTV	Brake To Vacate

C

Abbreviation	Term
C/B	Circuit Breaker
C/L	Checklist
CAB	Cabin
CAM	Cabin Assignment Module
CAN	Controller Area Network
CAT	Category
CAPT	Captain
CBMU	Circuit Breaker Monitoring Unit
CCD	Cursor Control Device
CCOM	Cabin Crew Operating Manual
CCRC	Cabin Crew Rest Compartment

Continued on the following page

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Abbreviation	Term
CDL	Configuration Deviation List
CDLS	Cockpit Door Locking System
CDM	Coolant Distribution Module
CDS	Control and Display System
CDSS	Cockpit Door Surveillance System
CED	Cooling Effect Detector
CELLI	Ceiling Emergency LED Lights
CEV	Commercial Equipment Ventilation
CFP	Computerized Flight Plan
CG	Center of Gravity
CIDS	Cabin Intercommunication Data System
CIU	Camera Interface Unit
CKPT	Cockpit
CMC	Central Maintenance Computer
CMS	Central Maintenance System
CMV	Concentrator and Multiplexer for Video
COM	Command
CONF	Configuration
CP	Control Panel
CPC	Cabin Pressure Controller
CPCS	Cabin Pressure Control System
CPDLC	Controller-Pilot Datalink Communication
CPIOM	Core Processing Input/Output Module
CRC	Crew Rest Compartment
CRDC	Common Remote Data Concentrator
CSAS	Conditioned Service Air System
CS	Certification Specifications
CTL	Control
CVMS	Cabin Video Monitoring System
CVR	Cockpit Voice Recorder

D

Abbreviation	Term
D-ATIS	Digital Automatic Terminal Information System
DC	Direct Current
DCL	Departure Clearance
DEU	Decoder / Encoder Unit
DFDR	Digital Flight Data Recorder
DFS	Differential Flap Setting
DH	Decision Height

Continued on the following page

Continued from the previous page

Abbreviation	Term
DLCS	Data Loading Configuration System
DME	Distance Measuring Equipment
DMU	Data Management Unit
DOA	Design Organization Approval
DOLLI	Dome Emergency LED Light
DPI	Differential Pressure Indicator
DSCS	Door and Slides Control System
DT	Distress Tracking
DU	Display Unit

E

Abbreviation	Term
EASA	European Aviation Safety Agency
EBAS	Engine Bleed Air System
EBHA	Electrical Backup Hydraulic Actuator
EC	European Commission
ECAM	Electronic Centralized Aircraft Monitoring
ECAS	Emergency Cockpit Alerting System
ECP	ECAM Control Panel
EDMU	Electrical Distribution Management Unit
EDP	Engine Driven Pump
EEC	Engine Electronic Controller
EENMU	Emergency Electrical Network Management Unit
EEP	ETOPS Entry Point
EFB	Electronic Flight Bag
EFCS	Electronic Flight Control System
EFF	Electronic Flight Folder
EFIS	Electronic Flight Instrument System
EGT	Exhaust Gas Temperature
EHA	Electro-Hydrostatic Actuator
EHM	Engine Health Monitoring
EIF	Engine Interface Function
ELMF	Electrical Load Management Function
ELT	Emergency Locator Transmitter
ELT-DT	Emergency Locator Transmitter Distress Tracking
EMER	Emergency
EMK	Emergency Medical Kit
EMP	Electric Motor Pump
ENG	Engine
EPR	Engine Pressure Ratio

Continued on the following page

Continued from the previous page

Abbreviation	Term
EPCU	External Power Control Unit
EPDC	Electrical Power Distribution Center
EPSU	Emergency Power Supply Unit
EQPT	Equipment
ERAI	Emergency Ram Air Inlet
ESS	Essential
ETACS	External and Taxiing Aid Camera System
ETOC	Enhanced Takeoff Configuration
ETOPS	Extended Range Twin Engined Aircraft Operations
EU	European Union
EXP	ETOPS eXit Point

F

Abbreviation	Term
F/O	First Officer
FADEC	Full Authority Digital Engine Control
FANS	Future Air Navigation System
FAP	Flight/Forward Attendant Panel
FAK	First Aid Kit
FCDC	Flight Control Data Concentrator
FCOM	Flight Crew Operating Manual
FCTM	Flight Crew Techniques Manual
FCU	Flight Control Unit
FCRC	Flight Crew Rest Compartment
FD	Flight Director
FDIU	Flight Data Interface Unit
FDR	Flight Data Recorder
FDU	Fire Detection Unit
FE	Flight Envelope
FH	Flight Hour
FL	Flight Level
FLS	FMS Landing System
FM	Flight Management
FMA	Flight Mode Annunciator
FMC	Flight Management Computer
FMS	Flight Management System
FOB	Fuel on Board
FOHE	Fuel/Oil Heat Exchanger
FPEEPMS	Floor-Proximity Emergency-Escape Path-Marking System
F-PLN	Flight Plan

Continued on the following page

Continued from the previous page

Abbreviation	Term
FPMS	Floor Path Marking System
FQ	Fuel Quantity
FQI	Fuel Quantity Indication
FQMS	Fuel Quantity and Management System
FSN	Fleet Serial Number
FSOV	Fire ShutOff Valve
FTIS	Fuel Tank Inerting System
FWS	Flight Warning System
FWD	Forward
FZFG	Freezing Fog

G

Abbreviation	Term
G/S	Glide Slope
GBCT	Ground Brake Cooling Time
GCU	Generator Control Unit
GEN	Generator
GFLI	Ground Fuel Level Indicator
GLS	Ground Based Augmentation System (GBAS) Landing System
GNSS	Global Navigation Satellite System
GPU	Ground Power Unit
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GW	Gross Weight
GWCG	Gross Weight Center of Gravity

H

Abbreviation	Term
HCF	Heading Control Function
HCU	Head-up Control Unit
HF	High Frequency
HI	High
HMCA	Hydraulic Monitoring and Control Application
HP	High Pressure
HPTCC	High Pressure Turbine Case Cooling
HSMU	Hydraulic System Monitoring Unit
HUD	Head-Up Display

I

Abbreviation	Term
IAS	Indicated Airspeed
IFE	In-Flight Entertainment
IFEC	In-Flight Entertainment Center
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IMA	Integrated Modular Avionics
INTMT	Intermittent
IP	Intermediate Pressure
IPTCC	Intermediate Pressure Turbine Case Cooling
IR	Inertial Reference
IRS	Inertial Reference System
ISA	International Standard Atmosphere
ISB	Inspection Service Bulletin
ISDU	Inertial Sensor Display Unit
ISI	In-Service Information
ISIS	Integrated Standby Instrument System

J

Abbreviation	Term
JFGW	Jettison Final Gross Weight

K

Abbreviation	Term
KCCU	Keyboard and Cursor Control Unit

L

Abbreviation	Term
L/G	Landing Gear
LED	Light Emitting Diode
LEDU	List of Effective Documentary Units
LGMS	Landing Gear Monitoring System
LH	Left Hand
LOC	Localizer
LOM	List Of Modifications
LP	Low Pressure
LPV	Localizer Performance with Vertical Guidance
LS	Landing System
LVDT	Linear Variable Differential Transducer
LW	Landing Weight

M

Abbreviation	Term
MAC	Mean Aerodynamic Chord
MAINT	Maintenance
MCA	Maintenance Central Access
MAN	Manual
MECH	Mechanics
MEL	Minimum Equipment List
MES	Main Engine Start
MFD	Multipurpose Flight Display
MFP	MultiFunction Probe
MLG	Main Landing Gear
MLS	Microwave Landing System
MLW	Maximum Landing Weight
MM	Maintenance Message
MMEL	Master Minimum Equipment List
MMO	Maximum Operating Mach
MMR	Multi Mode Receiver
MNPS	Minimum Navigation Performance Specification
MOD	Modification
MON	Monitoring
MP	Modification Proposal
MPC	Maximum Passenger Capacity
MPZC	Maximum Permitted Zone Capacity
MSA	Minimum Safe Altitude
MSG	Message
MSN	Manufacturer Serial Number
MTOW	Maximum Takeoff Weight
MVDR	Multimode VHF Data Radio
MZFW	Maximum Zero Fuel Weight

N

Abbreviation	Term
N1	Engine Low Pressure Rotor Speed
N2	Engine Intermediate Pressure Rotor Speed
N3	Engine High Pressure Rotor Speed
N/A	Not Applicable
NAA	National Aviation Authority
NAV	Navigation
NAVAIDS	Navigation Aids
ND	Navigation Display

Continued on the following page

Continued from the previous page

Abbreviation	Term
NDB	Non-Directional Beacon
NDU	Navigation Display Unit
NLG	Nose Landing Gear
NOTAM	Notice To Airmen
NRV	Negative Relief Valve
NWS	Nose Wheel Steering

O

Abbreviation	Term
OAT	Outside Air Temperature
OCL	Oceanic Clearance
OCU	Outflow valve Control Unit
ODMS	Oil Debris Monitoring System
OEI	One Engine Inoperative
OFV	Outflow Valve
OHDC	OverHeat Detection Card
OHSC	Overhead Stowage Compartment
OIS	Onboard Information System
OMT	On-board Maintenance Terminal
OPS	Operations
ORV	Overpressure Relief Valve
OSD	Operational Suitability Data
OSFC	Open-World Server Function Cabinet
OVRD	Override

P

Abbreviation	Term
P/N	Part Number
PA	Passenger Address
PAX	Passenger
PBE	Portable Breathing Equipment
PCU	Power Control Unit
PDF	Portable Document Format
PDMMF	Power Distribution Monitoring and Maintenance Function
PDU	Power Drive Unit
PED	Portable Electronic Device
PERF	Performance
PF	Pilot Flying
PFD	Primary Flight Display
PFDU	Primary Flight Display Unit

Continued on the following page

Continued from the previous page

Abbreviation	Term
PFR	Post-Flight Report
PHC	Probes Heat Computer
PM	Pilot Monitoring
PMV	Pressure Maintaining Valve
PRAM	Pre-Recorded Announcement and Music Reproducer
PRIM	Flight Control Primary Computer (FCPC)
PRSOV	Pressure Regulating and Shut-Off Valve
PRV	Pressure Regulating Valve
P-RNAV	Precision Area Navigation
PSCU	Proximity Switch Control Unit
PSI	Pound per Square Inch
PSL	Product Structure Level
PVI	Paravisual Indicator

Q

Abbreviation	Term
QAR	Quick Access Recorder
QNH	Sea Level Atmospheric Pressure
QRH	Quick Reference Handbook

R

Abbreviation	Term
RA	Radio Altitude
RAT	Ram Air Turbine
RBCU	Remote Braking Control Unit
RCCB	Remote Control Circuit Breaker
RCP	Required Communication Performance
RH	Right Hand
RLD	Required Landing Distance
RMP	Radio Management Panel
RNAV	Area Navigation
RNP	Required Navigation Performance
RNP APCH	Required Navigation Performance Approach
RNP AR	Required Navigation Performance with Authorization Required
ROP	Runway Overrun Protection
ROW	Runway Overrun Warning
RSP	Required Surveillance Performance
RSVR	Reservoir
RTO	Rejected Takeoff
RTOW	Rejected Takeoff Weight
RVSM	Reduced Vertical Separation Minimum

S

Abbreviation	Term
SAR	Smart ACMS Recorder
SAT	Static Air Temperature
SATCOM	Satellite Communication
SB	Service Bulletin
SD	System Display
SDU	System Display Unit
SEC	Flight Control Secondary Computer (FCSC)
SELCAL	Selective Call
SFCC	Slat/Flap Control Computer
SFD	Standby Flight Display
SID	Standard Instrument Departure
SLS	Satellite Landing System, Safran Landing Systems
SND	Standby Navigation Display
SOH	Summary of Highlights
SOP	Standard Operating Procedure
SPD	Speed
SPP	Software Pin Programing
SPU	Starter Power Unit
SSPC	Solid State Power Contactor
STAR	Standard Terminal Arrival Route
STBY	Standby
SURV	Surveillance
SYS	System

T

Abbreviation	Term
T.O	Takeoff
TAC	Taxiing Aid Camera
TACS	Taxiing Aid Camera System
TAS	True AirSpeed
TAT	Total Air Temperature
TAWS	Terrain Awareness and Warning System
TCAS	Traffic Alert and Collision Avoidance System
TCC	Turbine Case Cooling
THR	Thrust
THS	Trimmable Horizontal Stabilizer
TOC	Table of Contents
TOCG	Takeoff Center of Gravity
TOGA	Takeoff/Go Around

Continued on the following page

Continued from the previous page

Abbreviation	Term
TOS	TakeOff Surveillance
TOW	Takeoff Weight
TPIC	Tire Pressure Indicating Computer
TR	Transformer Rectifier Unit
TSM	Trouble Shooting Manual
TWDC	Tank Wall Data Concentrator

U

Abbreviation	Term
ULD	Unit Load Device
UTC	Universal Coordinated Time

V

Abbreviation	Term
V1	Critical Engine Failure Speed
V2	Takeoff Safety Speed
V/S	Vertical Speed
VAC	Voltage Alternating Current
VAPP	Approach Speed
VCC	Video Control Center
VCRU	Vapor Cycle Refrigeration Unit
VCS	Ventilation Control System
VD	Vertical Display
VENT	Ventilation
VFE	Maximum Speed for each Flap Configuration
VFG	Variable Frequency Generator
VFR	Visual Flight Rules
VHF	Very High Frequency
VIGV	Variable Inlet Guide Vane
VLE	Max Landing Gear Extended Speed
VMC	Visual Meteorological Conditions
VMCA	Minimum Control Speed in Flight
VMCG	Minimum Control Speed on Ground
VMO	Maximum Operating Speed
VMU	Minimum Unstick Speed
VOR	VHF Omnidirectional Range
VQAR	Virtual Quick Access Recorder
VR	Rotation Speed
VS	Reference Stalling Speed

W

Abbreviation	Term
W	Weight
WBBC	Weight and Balance Backup Computation
WBS	Weight and Balance System
WD	Warning Display
WDU	Warning Display Unit
WTB	Wing Tip Brake
WV	Weight Variant
WX	Weather

X

Abbreviation	Term
XML	Extensible Mark-up Language

Z

Abbreviation	Term
ZFCG	Zero Fuel Center of Gravity
ZFW	Zero Fuel Weight
ZFWCG	Zero Fuel Weight Center of Gravity

MEL CONTENTS

Ident.: GEN-MRM-00012129.0001001 / 13 APR 16
Applicable to: ALL

This MEL has six sections:

- General (GEN) : This section contains general information and describes the organization of the manual.
- MEL Entries (ME) : This section lists all the Dispatch Messages and indicates the associated MEL item (if any) to apply for dispatching the aircraft. This section is a user-friendly entry point for the flight crew and the maintenance personnel when a Dispatch Message reports a system failure.
- MEL Items (MI) : This section is approved by the EASA and lists all the MEL items with the associated dispatch conditions.
- MEL Operational Procedures (MO) : This section lists the operational procedures that are associated with the MEL items.
- MEL Maintenance Procedures (MM) : This section gives the company ourselves maintenance procedures that are associated with the MEL items.
- Configuration Deviation List : This section lists all the CDL items with the associated dispatch conditions.

<u>Note:</u> *The MEL Maintenance Procedures are published in AirN@v Line Maintenance.*

MEL REVISION MANAGEMENT

Ident.: GEN-MRM-00012132.0001001 / 06 JUL 18
Applicable to: ALL

MEL ISSUE DATE

An issue date identifies each MEL revision.
The issue date appears at the top of the navigation tree of the OPS LIBRARY application.

<u>Note:</u> *The issue date is different from the EASA approval date. The EASA approval date appears in the MEL Approval Reference of the MEL Preamble. The effective date of this MEL is based on the issue date and not on the EASA approval date.*

MEL REVISION CONTENTS

Each MEL revision contains the following information that is useful to update the MEL and to identify the changes that the revision has inserted:

- The List of Effective Documentary Units (LEDU),
- The Summary of Highlights (SOH).

Each MEL revision also contains:
- An Aircraft Allocation Table (AAT),
- A List of Modifications (LOM).

When there is a change within a DU, the MEL revision updates the whole subsection that contains the DU.

HIGHLIGHTS AND REVISION MARKS

A vertical bar in the margin of the DU identifies the modified part.
The vertical bar is available in the OPS LIBRARY consultation toolbar by ticking the “REV MARKS” option in the INFO drop down list. The user can display the associated reason of the change by clicking on the bar.
The SOH lists all the changes and associated reasons of the change (if necessary) that the revision has inserted.

AIRCRAFT ALLOCATION TABLE (AAT)

The AAT indicates the list of aircraft that are taken into account in this MEL. For each aircraft, the AAT indicates the following information:
- The MSN number,
- The Fleet Serial Number (FSN) of the aircraft as known by Airbus,
- The registration number of the aircraft as known by Airbus,
- The aircraft model.

The “M” field may indicate the following Evolution Code:
- The “N” letter indicates a new aircraft added by this MEL revision,
- The “R” letter indicates a change of the FSN or registration number or aircraft model.

LIST OF MODIFICATIONS (LOM)

The LOM lists the criteria (Modification Proposals (MP) and Service Bulletins (SB)) which the installation on the aircraft affects the MEL.

Note: *Each MP has one or more associated MODs. The MP/MOD correlation is available in AirN@v / Engineering.*

The LOM also indicates:
- The title of the criteria,
- The date of incorporation of the criteria in the MEL,

- The list of aircraft that have the criteria,
- The “M” field that may indicate the following Evolution Code:
  - The “E” letter indicates an aircraft validity change of the criteria. The list of aircraft to which the criteria applies has changed compared to the previous MEL revision, by addition or deletion of one or several aircraft.
  - The “N” letter indicates new criteria added by this MEL revision,
  - The “R” letter indicates a change in the criteria title or associated SB.

DOCUMENTARY UNIT (DU)

Ident.: GEN-MRM-00012131.0001001 / 13 APR 16
Applicable to: ALL

This MEL is made of Documentary Units (DU). The DUs contain the technical data.

In the MEL, a DU can be:
- A Dispatch Message,
- An MEL item,
- An MEL operational procedure.

The List of Effective Documentary Units (LEDU) lists all the DUs that constitute this MEL.
The DUs are arranged into sections and subsections (also called PSL).

DU IDENTIFICATION STRIP

The information is available in the OPS LIBRARY consultation toolbar by selecting the “DOC REF” option in the DU info button (i) drop down list. Then, above the title of the DU, the gray identification strip indicates for each DU:
- The DU identification (Ident.). Each DU is identified by its unique identification number. This DU identification is used to cross-refer to the LEDU.
- The DU date. For approved DUs (MEL items DU), this date corresponds to the approval date by the EASA of the MEL revision. For non-approved DUs, this date corresponds to the date of release of the DU by Airbus.
- The “Criteria” field that indicates the aircraft configuration to which the DU applies.
- The "Applicable to" field that lists the aircraft to which the DU applies.

Note: *0012-0220 means that the DU applies to all MSNs (listed in the AAT) from MSN 0012 up to and including MSN 0220.*

LIST OF EFFECTIVE DOCUMENTARY UNITS (LEDU)

For each DU, the LEDU indicates the following information:

- The “M” field that may indicate the following Evolution Code:
  - The “E” letter indicates an aircraft validity change of the DU. The list of aircraft to which the DU applies has changed compared to the previous MEL revision, by addition or deletion of one or several aircraft.
  - The “N” letter indicates a new DU added by this MEL revision.
  - The “R” letter indicates a revised DU. The content of the DU is updated by this MEL revision.
- The "Localization" field that is the identification of the subsection that contains the DU.
- The DU title.
- The DU identification (Ident.). Each DU is identified by its unique identification number. This DU identification is used to cross-refer to the LEDU.
- The DU date. For approved DUs (MEL items DU), this date corresponds to the approval date by the EASA of the MEL revision. For non-approved DUs, this date corresponds to the date of release of the DU by Airbus.
- The criteria: This field indicates the aircraft configuration to which the DU applies.
- The "Applicable to" field that lists the aircraft to which the DU applies.

Note: *0012-0220 means that the DU applies to all MSNs (listed in the AAT) from MSN 0012 up to and including MSN 0220.*

CONTENT OF THE MEL ENTRIES SECTION

Ident.: GEN-HDM-00012135.0001001 / 22 SEP 17
Applicable to: ALL

ECAM ALERTS AND DISPATCH MESSAGES MANAGEMENT IN THE ECAM:

The ECAM monitors the condition of some systems.

In the case of malfunction of one or more systems, the ECAM displays:
- An ECAM alert and associated procedure (if any) on the WD if the malfunction affects the on-going flight and a dispatch message on the DISPATCH page if the malfunction also affects the next dispatch, or
- A dispatch message on the DISPATCH page if the malfunction only affects the next dispatch, or
- An ECAM alert and associated procedure (if any) on the WD if the malfunction only affects the on-going flight. For an ECAM alert that has no associated dispatch message, the MEL is not the adequate document to be referred to.

Note: *The ECAM alerts without dispatch message corresponds to*
- *Configuration alerts that the crew correct (e.g. CONFIG FLAPS NOT IN T.O CONFIG, or T.O V1/VR/V2 DISAGREE)*
- *Potential high damages event for which maintenance action is needed (e.g. ENG 1 FIRE, TAIL STRIKE , or FUEL L(R) FEEDLINE BURST)*
- *Secondary malfunctions that results from a primary malfunction (e.g. F/CTL ALTN LAW (PROT LOST), or ELEC EMER CONFIG)*
- *Alerts that results from a crew action (e.g. ELEC BAT 2 OFF, or AIR PACK 2 OFF).*

HANDLING OF DISPATCH MESSAGE IN THE MEL:

The Dispatch Messages section in this MEL lists all the dispatch messages in alphabetical order. For each dispatch message, this section indicates the associated MEL item (if any) to be applied for the dispatch.
When a dispatch message reports a system failure, the flight crew and the maintenance personnel should refer to this section as a user-friendly entry point in the MEL.

HANDLING OF CREW OBSERVATIONS IN THE MEL:

The crew observations section in this MEL lists some system malfunction that can be reported in the technical logbook and that are not associated with a dispatch message.

The MEL crew observations section covers:
- Malfunctions of systems indicated via a cockpit effect other than a dispatch message (e.g. multiple loss of lights on an overhead panel).
- Malfunctions of systems not monitored that can be visually detected by the flight crew or the maintenance personnel (e.g. during the exterior walkaround).

Note: *The MEL crew observations section:*
- *Does not cover malfunctions indicated via a CMS message only. Such malfunction do not require MEL application for dispatch.*
- *Does not cover exhaustively all the possible crew observations. It is established for the complex failure cases for which application of the MEL is not straightforward (e.g. single failure of a light in the cockpit is not covered in the crew observations section as the corresponding light can be found easily in the MEL items section, Refer to GEN-HMI Item Numbering).*

The crew observations section follows the ATA 2200 breakdown.
For each MEL entry (dispatch message or crew observation), the documentary unit contains a table with two columns labelled “AIRCRAFT STATUS” and "CONDITION OF DISPATCH”.

AIRCRAFT STATUS COLUMN

Ident.: GEN-HDM-00018200.0001001 / 06 AUG 21
Applicable to: ALL

The AIRCRAFT STATUS column provides a short description of the failure.
A dispatch message or a crew observation may cover one or several failure modes of the monitored system.
When there are several failure modes associated with different dispatch conditions, it provides a simple way to identify each failure mode.
The AIRCRAFT STATUS column must be entirely read in order to choose and apply the relevant condition of dispatch.
The company is responsible for identifying the failure mode and the applicable condition of dispatch.

CONDITION OF DISPATCH COLUMN

Ident.: GEN-HDM-00018201.0001001 / 22 SEP 17
Applicable to: ALL

For each failure mode listed in the AIRCRAFT STATUS column, the CONDITION OF DISPATCH column gives the applicable MEL item(s) for dispatch. **But the flight crew is responsible for checking that the condition of the aircraft systems/components complies with the MEL requirements. If not, the dispatch of the aircraft is not permitted.**

The CONDITION OF DISPATCH column may also give the following alternate possibilities:

- NO DISPATCH : It is not permitted to dispatch the aircraft when the ECAM displays the related dispatch message.
- Not related to MEL : The dispatch message or crew observation does not report a system failure but a reversible abnormal condition such as the state of a system or an aircraft configuration or an external condition. This condition is not a system failure and is not related to MEL. The MEL must not be used. This is not a NO-GO situation. The corrective action to revert to normal condition is immediate, obvious or well known by flight crew and/or maintenance personnel.

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CONTENT OF THE MEL ITEMS SECTION

Ident.: GEN-HMI-00012136.0001001 / 13 APR 16
Applicable to: ALL

The MEL Items section gives the dispatch conditions for the items that may be temporarily inoperative while maintaining an acceptable level of safety.

An item may be:
- An equipment, component, system or function, or,
- A dispatch message, when it covers specific function, multiple equipment, components or systems. Such item is listed in the MEL Items section ATA-09.

Note: *One single equipment may include several functions. The corresponding MEL item is either:*
- *The equipment: The MEL does not consider the loss of a single function. In this case, when one function is inoperative, the company must consider that the equipment is inoperative.*
- *Each function separately. In this case, if several functions are inoperative, the company must apply all the related MEL items.*

ITEM NUMBERING

Ident.: GEN-HMI-00018203.0001001 / 13 APR 16
Applicable to: ALL

A code of three pairs of digits or four pairs of digits identifies each MEL item.
The three first digits of this numbering system follow the ATA Spec 2200.

For practical reasons, the second pair of digits also follows the below Airbus organization:
- **01** to **04** refers to items located on the overhead panels,
- **05** refers to indications on the PFD,
- **06** refers to indications on the ND,
- **07** refers to indications on the SD pages,
- **08** refers to indications on the WD,
- **09** refers to Dispatch messages,
- **10** to **95** follows the ATA Spec 2200 (first digit only).

The last pair of digits is the item rank. The item rank complies with the following Airbus organization rules:

- Item ranks from 01 to 49 are for Airbus MEL items.

  For items on the overhead panels:
  - Item ranks from 01 to 29 refer to lights,
  - Item ranks from 31 to 49 refer to pushbutton switches and selectors.
- Item ranks from 50 to 99 are for company's MEL items.

DISPATCH CONDITIONS

Ident.: GEN-HMI-00018204.0001001 / 13 APR 16
Applicable to: ALL

The dispatch conditions indicate (for each applicable item) the suitable conditions, limitations (placards, operational procedures, maintenance procedures) necessary to ensure that an acceptable level of safety is maintained.
Some MEL items may have multiple dispatch conditions. Each dispatch condition offers a different option to dispatch the aircraft.
A reference identifies each dispatch condition.

EXAMPLE	Dispatch condition reference 27-10-01C: - 27-10-01 corresponds to the item number, - The letter "C" identifies the dispatch condition within the item 27-10-01. Note: *If an Operator receives only the dispatch conditions 27-10-01B and 27-10-01D, this means that the dispatch conditions 27-10-01A and 27-10-01C do not apply to the Operator’s fleet (this does not mean that the dispatch conditions 27-10-01A and 27-10-01C are missing from the MEL).*

The dispatch condition reference is used:

- To identify the open MEL items in the logbook,
- To refer to the associated operational procedure (if any),
- To refer to the associated maintenance procedure (if any),
- To provide the company’s engineering and maintenance personnel with a unique reference at fleet level for each option of dispatch for tracking and reporting purposes.

When an MEL item has multiple dispatch conditions, the company must select and apply only one dispatch condition at a time.

When necessary, the company may successively apply other dispatch conditions of the same item provided that the company complies with the MEL requirements and

- If the repair interval of the initial dispatch condition is shorter than the other dispatch condition, the starting point of the repair interval countdown is not modified.
- If the repair interval of the initial dispatch condition is longer than the other dispatch condition, the inoperative items must be rectified at or before the first repair interval that expires.

OPERATIONAL TITLE

Ident.: GEN-HMI-00018205.0001001 / 13 APR 16
Applicable to: ALL

When an MEL item has multiple dispatch conditions, an operational title is provided for each of the dispatch condition reference.
The aim of an operational title is to help the company to better understand the operational differences between multiple dispatch conditions.
In the frame of the MEL customization, this operational title may be modified at company's convenience provided that the customized operational title still ensures the correct identification, the content and the intent of the associated dispatch condition.

PROVISO

Ident.: GEN-HMI-00018206.0001001 / 06 AUG 21
Applicable to: ALL

Each dispatch condition has one or several requirements, called provisos. Provisos are numbered 1), 2), 3)...
The company must comply with all the provisos of the selected dispatch condition.

REPAIR INTERVAL COLUMN

Ident.: GEN-HMI-00018207.0001001 / 06 JUL 18
Applicable to: ALL

Each dispatch condition has an associated repair interval. The preamble of this MEL defines the repair interval categories. *Refer to MI-00-06 Repair Interval*.

NBR INSTALLED COLUMN

Ident.: GEN-HMI-00018208.0001001 / 13 APR 16
Applicable to: ALL

Each dispatch condition has a “number installed” that specifies the quantity of equipment, components, systems or functions installed on the aircraft.

This quantity corresponds to the aircraft type certified configuration and, therefore required for all flight conditions, unless otherwise indicated in the “number required” in conjunction with the provisos of the dispatch condition.

DASH SYMBOL "–"

A dash symbol "–" indicates that a variable quantity is installed. When possible, the company may replace the dash symbol with the quantity installed on the aircraft.

"N/A" ACRONYM

A "N/A" acronym indicates that the number installed is not applicable. This acronym is used for MEL item which title is a Dispatch Message. Such MEL items are listed in the MEL Items section ATA-09.

NBR REQUIRED COLUMN

Ident.: GEN-HMI-00018209.0001001 / 13 APR 16
Applicable to: ALL

Each dispatch condition has a “number required” that specifies the minimum quantity of equipment, components, systems or functions that must be operative for dispatch in accordance with the provisos of the dispatch condition.

DASH SYMBOL "–"

A dash symbol "–" indicates that a variable quantity is required for dispatch. When possible, the company may replace the dash symbol with the quantity required.

"N/A" ACRONYM

A "N/A" acronym indicates that the number required is not applicable. This acronym is used for MEL item which title is a Dispatch Message. Such MEL items are listed in the MEL Items section ATA-09.

PLACARD LABEL

Ident.: GEN-HMI-00018210.0001001 / 05 APR 19
Applicable to: ALL

The "Placard" label indicates the request for a placard on the inoperative item or its associated control.
The control(s), and/or indicator(s) that are related to inoperative equipment, component, system or function should be clearly placarded to inform the flight crew, cabin crew, or ground crew of the equipment condition.
However, the absence of placard request in the MEL does not prevent the company from placarding.

The company should determine:
- The placard wording and location unless the MEL dispatch condition requires a specific wording and location.
- The maintenance personnel authorized to placard items.

OPERATIONAL PROCEDURE (O)

Ident.: GEN-HMI-00018211.0001001 / 06 AUG 21
Applicable to: ALL

The dispatch condition may require an operational procedure to ensure an acceptable level of safety and to permit continuous operation of the aircraft with the inoperative item.
The request for an operational procedure is indicated with the (o) symbol.
The company is responsible to ensure that all operational procedures are appropriately performed regardless of who performs the procedures.

PURPOSE OF THE OPERATIONAL PROCEDURE

Purpose of the operational procedure may be:
- To require the flight crew or cabin crew to perform action(s),
- To provide limitations or performance penalties,
- To provide useful information to the crew.

The operational procedures are split and organized into specific flight phases. The flight crew has to apply the part of the operational procedure related to the relevant flight phase.
Qualified flight crew or qualified cabin crew usually performs the operational procedures. However other qualified personnel can also perform the operational procedures.

PERIODICITY OF THE OPERATIONAL PROCEDURE

The operational procedure must be applied before each flight.
However, the dispatch condition might specify a different periodicity. In this case this operational procedure must be applied before the first MEL dispatch and must be repeated at the defined periodicity.

MAINTENANCE PROCEDURE (M)

Ident.: GEN-HMI-00018212.0001001 / 05 APR 19
Applicable to: ALL

The dispatch condition may require a maintenance procedure to ensure an acceptable level of safety and to permit continuous operation of the aircraft with the inoperative item.
The request for a maintenance procedure is indicated with the (m) symbol.
The company is responsible to ensure that all maintenance procedures are appropriately performed regardless of who performs the procedures.

PURPOSE OF THE MAINTENANCE PROCEDURE

Purpose of the maintenance procedure may be:
- To deactivate a system,
- To check a system (e.g. visual check or interactive test...).

Qualified maintenance personnel usually perform the maintenance procedures. However other qualified and authorized personnel can also perform some actions if approved by the CAA. However, only qualified maintenance personnel can perform procedures that require specialized knowledge or skill, or that require the use of tools or test equipment.

PERIODICITY OF THE MAINTENANCE PROCEDURE

The maintenance procedure is normally a one-time action that must be applied before the first MEL dispatch.
However, the dispatch condition may specify a periodicity for repetitive actions. In this case, the maintenance procedure must be applied before the first MEL dispatch and must be repeated at the defined periodicity.

WHERE TO FIND THE MAINTENANCE PROCEDURES?

The MEL maintenance procedures are published in the maintenance documentation.

- **When the MEL is connected to the maintenance documentation:**
  (e.g. when the MEL is consulted on-board through AirN@v Dispatch).
  A click on the (m) symbol of an MEL item automatically opens the correct Maintenance Procedure.
- **When the MEL is not connected to the maintenance documentation:**
  (e.g. when the MEL is consulted on-ground with the OPS LIBRARY Browser)
  When moving the mouse cursor over the (m) symbol, the task reference of the associated Maintenance Procedure appears in a pop-up window.
  The recommended way to find the Maintenance Procedure in the maintenance documentation is to use the MEL item number.

  Note: *Sometimes, the MEL item indicates "Refer to Maintenance Procedure" instead of the reference of the specific Maintenance Procedure. This indicates that the MEL item is associated with multiple Maintenance Procedures. The maintenance personnel should consult the maintenance documentation to find the applicable Maintenance Procedure.*

REFERENCES OF THE MAINTENANCE PROCEDURES

The references of the maintenance procedures in the MEL follow the format used in the maintenance documentation (e.g. A350-A-32-42-XX-00ZZZ-560Z-A).

In the MEL, these references contain letters:
- 'X' is used to indicate that in the breakdown of the maintenance documentation, the corresponding Maintenance Procedure is listed in the upper level chapter (e.g. 32-42 in above example).
- 'Z' is used to indicate that several variants of the procedure may exist for different technical configurations. The 'Z' letter is used to provide a generic reference of the Maintenance Procedure.
  The maintenance documentation displays the full reference of the Maintenance Procedure applicable to the consulted aircraft. This reference does not contain 'Z' letters.

  Note: *In the maintenance documentation:*
  - *The hyperlinks to other Maintenance Procedures also contain 'Z' letters.*
  - *The search modules (e.g. "Search Data Module by Code/Zone") do not consider the numbers that replace the 'Z' letters in the full reference of a Maintenance Procedure.*

When the MEL is connected to the maintenance documentation, a click on the (m) symbol opens the correct Maintenance Procedure despite the presence of these 'X' or 'Z' letters. Therefore, the company can keep the references with 'X' or 'Z' letters in the customized MEL.

NOTE LEVEL

Ident.: GEN-HMI-00018213.0001001 / 13 APR 16
Applicable to: ALL

There are three levels of notes:
- Notes at the level of the item: these notes appear below the item title and before the first dispatch condition of this item. These notes apply to all the dispatch conditions of the item.
- Notes at the level of the dispatch condition: these notes appear at the end of the dispatch condition. These notes apply only to this dispatch condition.
- Notes at the level of the proviso: these notes appear within a proviso. These notes apply only to this proviso.

REFER TO ...

Ident.: GEN-HMI-00018214.0001001 / 13 APR 16
Applicable to: ALL

The references assist the company in complying with MEL requirements. However, as indicated in the preamble of this MEL (*Refer to MI-00-04 Criteria for Dispatch*), the company is still responsible for determining the applicable interrelationships and associated requirements.

References are used in the following cases:
- To permit the aircraft dispatch, another item has to be considered inoperative, or
- Another source of information has to be reviewed and associated restrictions, and/or procedures must be applied (e.g. ″Refer to FCOM″, or ″Refer to Weight and Balance Manual″), or
- To redirect to the applicable MEL item. In that case, the referred relevant MEL item must be entered and the associated dispatch conditions must be applied, including the respective (o) and (m) procedures if any.

OPTIONAL ITEM (IF INSTALLED)

Ident.: GEN-HMI-00012133.0001001 / 06 AUG 21
Applicable to: ALL

The (If Installed) symbol ⩤ indicates that a paragraph is applicable only if the aircraft has the related equipment.
When a DU title has the (If Installed) symbol ⩤ , this indicates that the DU may not apply to all the aircraft listed in the DU applicability.
The management of the (If Installed) symbol ⩤ is left at company's discretion.

The company may:
- Remove the (If Installed) symbol ⩤ from the MEL if the related MEL item is fitted on the entire company's fleet, or
- Remove the DU from the MEL if the related MEL item is not fitted on the company's fleet.

If the related MEL item is only fitted on part of the company's fleet or if the company introduces new aircraft in its fleet with different technical configuration, the company may:
- Customize the MEL, or
- Keep the (If Installed) symbol ⩤ in the MEL.

Note: *This is the Airbus preferred option to ease MEL configuration management.*

REMOVAL OF ITEM

Ident.: GEN-HMI-00012134.0001001 / 06 AUG 21
Applicable to: ALL

When operating under MEL, it is not permitted to remove the item from its place in the aircraft, unless the associated dispatch condition clearly authorizes the company to do it.

Note: *The (If Installed) symbol ⩤ does not mean that the company can remove the item. This symbol indicates that the configuration of some aircraft of the company's fleet might not include this item.* *Refer to GEN-HMI Optional Item (If Installed).*

CONTENT OF THE MEL OPERATIONAL PROCEDURES SECTION

Ident.: GEN-HMO-00012137.0001001 / 13 APR 16
Applicable to: ALL

The MEL Operational Procedures section lists the operational procedures associated with the MEL items. The dispatch conditions may require an operational procedure to permit the dispatch of the aircraft.
The operational procedures are split and organized into specific flight phases. The flight crew has to apply the part of the operational procedure related to the relevant flight phase.

The operational procedures may also have the following parts:

- General Information : This part includes all information that the pilots must know due to MEL condition.
- Flight Preparation/Limitations : This part groups all the limitations due to MEL condition that the pilots must consider for the route selection and flight preparation.

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MEL AND CMS

Ident.: GEN-CMS-00022668.0001001 / 13 APR 16
Applicable to: ALL

The A350 is fitted with a Central Maintenance System (CMS) that provides Maintenance Messages (MM) to the maintenance crew for troubleshooting and repair of aircraft malfunctions.

At the end of each flight the MMs are listed in the Post-Flight Report (PFR):
- MMs listed in the "COCKPIT" tab of the PFR are associated with:
  - A Dispatch Message, or
  - A cockpit effect.

  For these messages, the relevant MEL entry point corresponds to the associated Dispatch Message (listed in the "Dispatch Messages" section of the MEL), or cockpit effect (direct entry into the "MEL Items" section of the MEL).
- MMs listed in the "CABIN" tab of the PFR are associated with cabin effects.
  The MMs are not MEL relevant but must be corrected in accordance with the maintenance program protocol.
- MMs listed in the "MAINTENANCE" tab of the PFR are associated with maintenance effects.
  The MMs are not MEL relevant but must be corrected in accordance with the maintenance program protocol.
- MMs listed in the "FAULTS WITH NO EFFECT" tab of the PFR have no immediate effects.
  Associated failures will have an effect only when combined with subsequent failure(s). This tab is to be used for preventive maintenance to prevent operational impact upon additional failure(s).
  The MMs are not MEL relevant but must be corrected in accordance with the maintenance program protocol.

Note: *As a general rule, the MMs listed in the PFR are not the reference for MEL application. The MEL applies on technical logbook entries. The MMs listed in the PFR are used for troubleshooting/repair purposes.*

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ATC DATALINK COMMUNICATION

Ident.: GEN-SPA-00012141.0001001 / 06 JUL 18
Applicable to: ALL

When an inoperative item affects the performance and operations supported by datalink, the associated MEL operational procedure provides this limitation.

The different applications and required performance of ATC datalink communication are described in the FCOM:
- *Refer to FCOM/Air Traffic Control Datalink System description*
- *Refer to FCOM/Special Operations Procedures*.

APPROACH AND LANDING CAPABILITIES

Ident.: GEN-SPA-00012138.0001001 / 13 APR 16
Applicable to: ALL

When a detected failure affects the approach and landing capability of the aircraft, the associated MEL operational procedure provides the maximum approach and landing capability that the Flight Mode Annunciator (FMA) can display (APPR1, LAND1, LAND2, LAND3 SINGLE, LAND3 DUAL).
When an inoperative item that is not detected by the ECAM affects the approach and landing capability of the aircraft, the associated MEL operational procedure provides the best applicable approach minima (CAT I , CAT II, CAT III, with or without autoland capability when applicable).
The required equipment by certification for LAND2, LAND3 SINGLE and LAND3 DUAL are also listed in the FCOM *Refer to FCOM/FCOM/Limitations/22-Auto Flight System/Automatic Approach, Landing, and Roll-out/ REQUIRED EQUIPMENT FOR LAND II, OR LAND III OPERATION*.

REQUIRED NAVIGATION PERFORMANCE (RNP)

Ident.: GEN-SPA-00012139.0001001 / 11 JAN 19
Applicable to: ALL

When an inoperative item affects the RNP capability of the aircraft, the associated MEL operational procedure provides the RNP limitations.

The minimum equipment/functions required for RNP operations are also listed in the FCOM:
- *Refer to FCOM/Procedures/Special Operations/RNP/RNAV 10 Equipment*
- *Refer to FCOM/Procedures/Special Operations/RNP/RNAV 5 Equipment*
- *Refer to FCOM/Procedures/Special Operations/RNP/RNAV 1 Equipment*
- *Refer to FCOM/Procedures/Special Operations/RNP/RNAV 2 Equipment*
- *Refer to FCOM/Procedures/Special Operations/RNP/RNP 4 Equipment*
- *Refer to FCOM/Procedures/Special Operations/RNP/RNP 2 In Oceanic and Remote Continental Area Equipment*
- *Refer to FCOM/Procedures/Special Operations/RNP/RNP 2 In Domestic Area Equipment*

- *Refer to FCOM/Procedures/Special Operations/RNP/RNP 1 Equipment*
- *Refer to FCOM/Procedures/Special Operations/RNP/RNP APCH Equipment*

REDUCED VERTICAL SEPARATION MINIMUM (RVSM)

Ident.: GEN-SPA-00012140.0001001 / 13 APR 16
Applicable to: ALL

When an inoperative item affects the RVSM capability of the aircraft, the associated MEL operational procedure provides the RVSM limitations.
The minimum equipment/functions required to begin RVSM operations are also listed in the FCOM *Refer to FCOM/FCOM/Procedures/Special Operations/ RVSM Requirements*.

MEL ENTRIES

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ME-DM Dispatch Messages

ME-DM-A-ICE A-ICE

A-ICE ADR 1(2)(3) PROBES AUTO HEATG....A
A-ICE ADR 1(2)(3) PROBES HEATG....B
A-ICE CAPT(F/O) WIPER....C
A-ICE ENG 1(2) NAI COMMAND....D
A-ICE ENG 1(2) NAI REGUL....E
A-ICE ENG 1(2) NAI SYS....F
A-ICE ENG 1(2) NAI MON....G
A-ICE ENG 1(2) PRSOV FAILED OPEN....H
A-ICE ENG 1(2) PRSOV REGUL....I
A-ICE ENG 1(2) PRSOV SECURED CLOSED....J
A-ICE ENG 1(2) PRSOV SECURED OPEN....K
A-ICE ENG 1(2) PRV REGUL....L
A-ICE ENG 1(2) PRV SECURED OPEN....M
A-ICE ENG 1(2) SENSOR DISAGREE....N
A-ICE ENG 1(2) VLV FAILED CLOSED....O
A-ICE ICE DETECTION FUNCTION....P
A-ICE L(R) AFT WINDOW HEATG....Q
A-ICE L(R) LATERAL WINDOW HEATG....R
A-ICE L(R) WINDOWS HEATG....S
A-ICE L+R WINDOWS HEATG....T
A-ICE L(R) WINDSHIELD HEATG....U
A-ICE L+R WINDSHIELDS HEATG....V
A-ICE L(R) WING TEMP MONITORING....W
A-ICE L+R WINGS TEMP MONITORING....X
A-ICE L(R) WING VLV....Y
A-ICE L(R) WING VLV LEAKAGE....Z
A-ICE PITOT TAT AOA PROBE 1(2)(3) HEATG....AA
A-ICE PITOT TAT AOA PROBE 1+2(1+3)(2+3) HEATG....AB
A-ICE RAIN REPELLENT LEVEL....AC
A-ICE RAIN REPELLENT MONITORING....AD
A-ICE SIDESLIP PROBE 1(2)(3) HEATG....AE
A-ICE STATIC PROBE 1(2)(3) HEATG....AF
A-ICE STBY PITOT PROBE HEATG....AG
A-ICE STBY STATIC PROBE HEATG....AH
A-ICE WING SYS....AI
A-ICE WING VLV REDUNDANCY....AJ

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ME-DM-AIR AIR

AIR APU BLEED.......... A
AIR APU BLEED LEAK.......... B
AIR APU BLEED LEAK BREAKAGE.......... C
AIR APU BLEED LEAK DET.......... D
AIR APU BLEED VLV OPEN.......... E
AIR ENG 1(2) BLEED.......... F
AIR ENG 1(2) BLEED CTL DEGRADED.......... G
AIR ENG 1(2) BLEED FAN AIR VLV .... H
AIR ENG 1(2) BLEED LEAK.......... I
AIR ENG 1(2) BLEED LEAK BREAKAGE.......... J
AIR ENG 1(2) BLEED LEAK DET.......... K
AIR ENG 1(2) BLEED MONITORING.......... L
AIR ENG 1(2) BLEED MONITORING + CTL.......... M
AIR ENG 1(2) BLEED OVERPRESS VLV CLOSED.......... N
AIR ENG 1(2) BLEED OVERPRESS VLV OPEN.......... O
AIR ENG 1(2) BLEED PRESS MONITOR 1.......... P
AIR ENG 1(2) BLEED PRESS MONITOR 2.......... Q
AIR ENG 1(2) BLEED TEMP REDUNDANCY.......... R
AIR ENG 1(2) BLEED VLV.......... S
AIR ENG 1(2) HP BLEED VLV CLOSED.......... T
AIR ENG 1(2) HP BLEED VLV MONITORING.......... U
AIR ENG 1(2) HP BLEED VLV OPEN.......... V
AIR ENG 1+2 BLEED.......... W
AIR HOT AIR 1(2) LEAK.......... X
AIR HOT AIR 1(2) LEAK BREAKAGE .... Y
AIR HOT AIR 1(2) LEAK DET.......... Z
AIR INLET VLV FLAP ON FUEL INERTING 1(2) .... AA
AIR INLET VLV ON FUEL INERTING 1(2) .... AB
AIR LEAK BREAKAGE ON FUEL INERTING.......... AC
AIR LEAK DET.......... AD
AIR LEAK DET ON FUEL INERTING.......... AE
AIR LEAK DET REDUNDANCY.......... AF
AIR LEAK ON FUEL INERTING.......... AG
AIR L(R) WING A-ICE LEAK BREAKAGE.......... AH
AIR L(R) WING A-ICE LEAK.......... AI
AIR L(R) WING A-ICE LEAK DET.......... AJ
AIR L(R) WING LEAK.......... AK
AIR L(R) WING LEAK BREAKAGE.......... AL
AIR L(R) WING LEAK DET.......... AM

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AIR OVHT ON FUEL INERTING 1(2) .... AN
AIR PACK BAY 1(2) VENT.......... AO
AIR PACK BAY 1+2 VENT.......... AP
AIR PACK CTL REDUNDANCY.......... AQ
AIR PACK 1(2) .... AR
AIR PACK 1+2.......... AS
AIR PACK 1(2) COM REDUNDANCY.......... AT
AIR PACK 1(2) CTL 1(2).......... AU
AIR PACK 1(2) FLOW SENSOR 1(2).......... AV
AIR PACK 1(2) LEAK.......... AW
AIR PACK 1(2) LEAK BREAKAGE .... AX
AIR PACK 1(2) LEAK DET.......... AY
AIR PACK 1(2) OVHT .... AZ
AIR PACK 1(2) RAM AIR DOOR INLET .... BA
AIR PACK 1(2) RAM AIR DOOR INLET OPEN.......... BB
AIR PACK 1(2) RAM AIR DOOR OUTLET.......... BC
AIR PACK 1(2) RAM AIR DOOR OUTLET OPEN .... BD
AIR PACK 1 RAM AIR DOOR OUTLET.......... BE
AIR PACK 2 RAM AIR DOOR OUTLET.......... BF
AIR PACK 1 RAM AIR DOOR OUTLET OPEN.......... BG
AIR PACK 2 RAM AIR DOOR OUTLET OPEN.......... BH
AIR PACK 1(2) REGUL DEGRADED.......... BI
AIR PACK 1(2) REGUL REDUNDANCY.......... BJ
AIR PACK 1(2) TEMP CTL VLV.......... BK
AIR PACK 1(2) TEMP MONITORING.......... BL
AIR PACK 1(2) TEMP REGUL.......... BM
AIR PACK 1(2) VLV 1(2) POS MONITORING.......... BN
AIR PACK 1 VLV 1(2) CLOSED.......... BO
AIR PACK 1 VLV 1(2) OPEN.......... BP
AIR PACK 2 VLV 1(2) CLOSED.......... BQ
AIR PACK 2 VLV 1(2) OPEN.......... BR
AIR PRESS LO ON FUEL INERTING 1(2) .... BS
AIR RAM DOOR OUTLET ON FUEL INERTING 1(2).......... BT
AIR REDUNDANCY LOSS ON FUEL INERTING.......... BU
AIR TEMP CTL VLV ON FUEL INERTING 1(2) .... BV
AIR TURB VLV ON FUEL INERTING 1(2) .... BW
AIR XBLEED.......... BX
AIR XBLEED AUTO CTL.......... BY
AIR XBLEED MAN CTL.......... BZ

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ME-DM-APU APU

APU.....A
APU DUAL POWER SUPPLY.....B
APU FIRE BOTTLE.....C
APU FIRE BOTTLE SQUIBREDUNDANCY.....D
APU FIRE BOTTLE SQUIBS.....E
APU FIRE DET.....F
APU FLAP CLOSED.....G
APU FLAP OPEN.....H
APU GEN INDICATION.....I
APU OIL FILTER .....J
APU OIL LVL SENSOR.....K
APU SINGLE FIRE LOOP.....L
APU STARTER POWER UNIT.....M

ME-DM-APU_MLG APU/MLG BAY

APU/MLG BAY FIRE CM CHANNEL A(B).....A

ME-DM-AUTO_FLT AUTO FLT

AUTO FLT AFS CTL PNL.....A
AUTO FLT AFS CTL PNL+CAPT BKUP CTL.....B
AUTO FLT AFS CTL PNL+F/O BKUP CTL.....C
AUTO FLT ALL FMCs.....D
AUTO FLT AP.....E
AUTO FLT AP/FD.....F
AUTO FLT A/THR.....G
AUTO FLT AUTO EMER DES.....H
AUTO FLT AUTOLAND.....I
AUTO FLT FMC A+B(A+C)(B+C).....J
AUTO FLT FMC-A(B)(C).....K
AUTO FLT GLS AUTOLAND.....L
AUTO FLT LAND 3 DUAL.....M
AUTO FLT LAND 3 SINGLE.....N
AUTO FLT ROLLOUT.....O
AUTO FLT TCAS MODE.....P
AUTO FLT WBBC REDUNDANCY.....Q

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ME-DM-AVIONICS_N AVIONICS NETWORK

AVIONICS NETWORK MULTIPLE SW/CABLE.....A
AVIONICS NETWORK SINGLE CABLE.....B
AVIONICS NETWORK SINGLE SW.....C
AVIONICS NETWORK SW OR CABLE.....D
AVIONICS NETWORK SW OR CABLE.....E

ME-DM-BRAKES BRAKES

BRAKES A-SKID.....A
BRAKES AFT(FWD) WHEELS BRK.....B
BRAKES ALTN BRK.....C
BRAKES ALTN+EMER BRK.....D
BRAKES ALTN BRK 01 RELEASED.....E
BRAKES ALTN BRK 02 RELEASED.....F
BRAKES ALTN BRK 03 RELEASED.....G
BRAKES ALTN BRK 04 RELEASED.....H
BRAKES ALTN BRK 05 RELEASED.....I
BRAKES ALTN BRK 06 RELEASED.....J
BRAKES ALTN BRK 07 RELEASED.....K
BRAKES ALTN BRK 08 RELEASED.....L
BRAKES ALTN BRK SEL VLV REDUNDANCY.....M
BRAKES ALTN SERVO VLV REDUNDANCY.....N
BRAKES AUTO BRK.....O
BRAKES BRK FAN.....P
BRAKES BRK PEDAL TRANSMITTER SWITCH.....Q
BRAKES BRK 01(02)(03)(04)(05)(06)(07)(08) PRESS TRANSDUCER.....R
BRAKES BRK 01 RELEASED.....S
BRAKES BRK 02 RELEASED.....T
BRAKES BRK 03 RELEASED.....U
BRAKES BRK 04 RELEASED.....V
BRAKES BRK 05 RELEASED.....W
BRAKES BRK 06 RELEASED.....X
BRAKES BRK 07 RELEASED.....Y
BRAKES BRK 08 RELEASED.....Z
BRAKES BTV.....AA
BRAKES CAPT(F/O) BRK PEDAL TRANSMITTER UNIT.....AB
BRAKES CTL 1(2).....AC
BRAKES CTL 1+2.....AD
BRAKES EMER CTL.....AE
BRAKES GREEN L(GREEN R) NORM BRK PR TRANSDUCER.....AF

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BRAKES G(Y) ACCU PRESS TRANSDUCER........AG
BRAKES G(Y) ACCU REINFLATE........AH
BRAKES G(Y) ACCU REINFLATE VLV........AI
BRAKES G(Y) ACCU REINFLATE VLV REDUNDANCY........AJ
BRAKES G(Y) ALTN BRK PRESS TRANSDUCER........AK
BRAKES G(Y) PARK BRK RELEASED........AL
BRAKES G(Y) PRESS LIMITER........AM
BRAKES NORM BRK........AN
BRAKES NORM BRK SEL VLV REDUNDANCY........AO
BRAKES NORM SERVO VLV REDUNDANCY........AP
BRAKES PARK BRK........AQ
BRAKES PARK BRK PRESS LO........AR
BRAKES REMOTE BRK CTL INPUT........AS
BRAKES REMOTE BRK CTL 1(2) ADIRU 1(2) INPUT........AT
BRAKES REMOTE BRK CTL 1A(2A)........AU
BRAKES REMOTE BRK CTL 1B(2B)........AV
BRAKES RESIDUAL BRAKING ON BRK 01........AW
BRAKES RESIDUAL BRAKING ON BRK 02........AX
BRAKES RESIDUAL BRAKING ON BRK 03........AY
BRAKES RESIDUAL BRAKING ON BRK 04........AZ
BRAKES RESIDUAL BRAKING ON BRK 05........BA
BRAKES RESIDUAL BRAKING ON BRK 06........BB
BRAKES RESIDUAL BRAKING ON BRK 07........BC
BRAKES RESIDUAL BRAKING ON BRK 08........BD
BRAKES SAFETY TEST REQUIRED........BE
BRAKES SYSTEM CONFIG DISAGREE........BF
BRAKES TEMP MONITORING........BG
BRAKES YELLOW L(YELLOW R) NORM BRK PR TRANSDUCER........BH

ME-DM-CAB_COM CAB COM

CAB COM CABIN INTERPHONE........A
CAB COM CABIN INTERPHONE DEGRADED........B
CAB COM CIDS 1+2........C
CAB COM PAX ADDRESS........D
CAB COM PAX ADDRESS DEGRADED........E
CAB COM SINGLE CIDS........F
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ME-DM-CAB_PRESS CAB PRESS
CAB PRESS ABNORMAL LEAKAGE....A
CAB PRESS AFT(FWD) OUTFLOW VLV BACKUP CTL....B
CAB PRESS AFT(FWD) OUTFLOW VLV CTL....C
CAB PRESS AUTO CTL....D
CAB PRESS AUTO CTL REDUNDANCY....E
CAB PRESS AUTO CTL SYS 1(2)....F
CAB PRESS AUTO CTL SYS 1(2) SENSOR....G
CAB PRESS CAB ALT MAN CTL....H
CAB PRESS CAB V/S MAN CTL....I
CAB PRESS MAN CTL....J
CAB PRESS MAN CTL DEGRADED....K
CAB PRESS SYS....L

ME-DM-CABIN CABIN
CABIN DRAIN MASTS HEATING....A
CABIN EMER EXIT LT....B

ME-DM-CDS CDS
CDS AVNCS NETWORK A COM REDUNDANCY....A
CDS AVNCS NETWORK B COM REDUNDANCY....B
CDS CAN BUS REDUNDANCY....C
CDS CAPT(F/O) EFIS CTL PNL....D
CDS CAPT + F/O EFIS CTL PNLs....E
CDS CAPT (F/O) EFIS CTL PNL + BKUP CTL....F
CDS CAPT(F/O) INNER DU....G
CDS CAPT(F/O) INNER DU MONITORING....H
CDS CAPT(F/O) KCCU CURSOR CTL....I
CDS CAPT(F/O) KCCU CURSOR CTL + KEYBOARD....J
CDS CAPT(F/O) KCCU KEYBOARD....K
CDS CAPT(F/O) OUTER DU....L
CDS CENTER LOWER DU ACCESS....M
CDS CENTER UPPER(LOWER) DU....N
CDS CENTER UPPER DU MONITORING....O
CDS DISPLAY DISAGREE....P
CDS FWS BACKUP PROCEDURE DATA....Q
CDS BACKUP SD DATA....R
CDS MAILBOX ACCESS....S
CDS SYSTEM VERSIONS DISAGREE....T

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ME-DM-COM COM

COM ATC DATALINK.......... A
COM ADS-C DATALINK.......... B
COM CAPT(F/O)(THIRD OCCUPANT) PTT.......... C
COM COMPANY COM.......... D
COM DATALINK.......... E
COM GROUND TEST KEY PLUGGED.......... F
COM HF 1(2).......... G
COM HF 1(2) DATALINK.......... H
COM OIS/AVNCS DATA XFR.......... I
COM OIS AVNCS REDUNDANCY.......... J
COM OIS CAB & MAINT REDUNDANCY.......... K
COM RMP 1(2)(3).......... L
COM SATCOM.......... M
COM SATCOM DATALINK.......... N
COM SATCOM VOICE.......... O
COM SOFT PIN PROG.......... P
COM VHF 1(2).......... Q
COM VHF 3.......... R
COM VHF 3 DATALINK.......... S
COM VHF EMER SUPPLY.......... T
COM VHF EMER SUPPLY REDUNDANCY.......... U

ME-DM-COND COND

COND AFT GALLEY DUCT OVHT.......... A
COND ALL MIXER PRESS SENSORS.......... B
COND BULK CARGO DUCT OVHT.......... C
COND BULK CARGO EXTRACT FAN.......... D
COND BULK CARGO FAN AUTO SHUTOFF CTL.......... E
COND BULK CARGO FAN MONITORING.......... F
COND BULK CARGO HEATER.......... G
COND BULK CARGO SUPPLY(EXTRACT) ISOL VLV.......... H
COND BULK CARGO SUPPLY(EXTRACT) ISOL VLV CLOSED.......... I
COND BULK CARGO SUPPLY(EXTRACT) ISOL VLV OPEN.......... J
COND CABIN FANS.......... K
COND CABIN FAN MONITORING.......... L
COND CABIN FILTER CLOGGED.......... M
COND CAB TEMP MONITORING.......... N
COND CABIN ZONE 1(2)(3)(4)(5)(6)(7) DUCT OVHT.......... O
COND CABIN ZONE 1(2)(3)(4)(5)(6)(7) TEMP CTL.......... P

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COND CKPT DUCT OVHT....Q
COND CKPT TEMP CTL....R
COND CKPT TEMP MONITORING....S
COND CREW REST DUCT OVHT....T
COND CREW REST TEMP CTL....U
COND EMER RAM AIR....V
COND EMER RAM AIR OPEN....W
COND EMER RAM AIR TEST....X
COND FAN AUTO SHUTOFF CTL....Y
COND FWD CARGO COLD AIR VLV....Z
COND FWD CARGO DUCT OVHT....AA
COND FWD CARGO DUCT OVHT DET....AB
COND FWD CARGO EXTRACT FAN....AC
COND FWD CARGO EXTRACT ISOL VLV....AD
COND FWD CARGO EXTRACT ISOL VLV CLOSED....AE
COND FWD CARGO EXTRACT ISOL VLV OPEN....AF
COND FWD CARGO FAN AUTO SHUTOFF CTL....AG
COND FWD CARGO FAN MONITORING....AH
COND FWD CARGO TEMP CTL....AI
COND FWD CARGO TRIM AIR VLV....AJ
COND FWD CARGO SUPPLY ISOL VLV 1(2)....AK
COND FWD CARGO SUPPLY ISOL VLV 1(2) CLSD....AL
COND FWD CARGO SUPPLY ISOL VLV 1(2) OPEN....AM
COND HOT AIR 1(2)....AN
COND HOT AIR 1+2....AO
COND HOT AIR VLV 1(2) CLOSED....AP
COND HOT AIR VLV 1(2) OPEN....AQ
COND HOT AIR VLV 1(2) POS....AR
COND HOT AIR VLV 1(2) PRESS MONITORING....AS
COND HOT AIR VLV 1(2) PRESS REGUL....AT
COND MIXER PRESS HI....AU
COND MIXER PRESS LO....AV
COND MOST MIXER PRESS SENSORS....AW
COND ONE CABIN FAN....AX
COND PART MIXER PRESS SENSORS....AY
COND PURSER TEMP SEL....AZ

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COND TEMP CTL.......BA
COND TEMP REGUL REDUNDANCY.......BB
COND TWO CABIN FANS.......BC
COND VENT CTL.......BD
COND VENT CTL REDUNDANCY.......BE
COND VENT LOCAL CTL REDUNDANCY.......BF

ME-DM-DOOR DOOR

DOOR 1(2)(3)(4) L(R) LOCK MONITORING.......A
DOOR 1(2)(3)(4) L(R) NOT CLOSED.......B
DOOR 1(2)(3)(4) L(R) POS DET.......C
DOOR 1(2)(3)(4) L(R) SLIDE.......D
DOOR AFT(BULK)(FWD) CARGO NOT CLOSED.......E
DOOR AFT(BULK)(FWD) CARGO POS DET.......F
DOOR ALL POS DET.......G
DOOR AVNCS NOT CLOSED.......H
DOOR AVNCS POS DET.......I
DOOR CAB PRESS COM REDUNDANCY.......J
DOOR CABIN POS DET.......K
DOOR CARGO POS DET.......L
DOOR CKPT DOOR CTLR SENSORS.......M
DOOR CKPT DOOR CTLR SENSOR REDUNDANCY.......N
DOOR CKPT DOOR LOCK.......O
DOOR ESCAPE HATCH NOT CLOSED.......P
DOOR ESCAPE HATCH POS DET.......Q
DOOR INTERNAL AFT(FWD) AVNCS NOT CLOSED.......R
DOOR INTERNAL AFT(FWD) AVNCS POS DET.......S
DOOR POS MONITORING REDUNDANCY.......T
DOOR RESIDUAL DIFF PRESS DET.......U

ME-DM-ELEC ELEC

ELEC APU GEN.......A
ELEC ATU 1A(1B)(2B)(2A).......B
ELEC BAT 1.......C
ELEC BAT 1 DC OVERVOLTAGE.......D
ELEC BAT 2.......E
ELEC BAT 2 DC OVERVOLTAGE.......F
ELEC BAT EMER.......G
ELEC BAT EMER DC OVERVOLTAGE.......H
ELEC BOTH RAT HEATERS ON.......I
ELEC BUSBAR.......J

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ELEC CABIN POWER PROTECTION DEGRADED.......K
ELEC C/B MONITORING.......L
ELEC DRIVE 1A(1B)(2A)(2B) DISCONNECTED.......M
ELEC DRIVE 1A(1B)(2A)(2B) DISC STS UNKNOWN.......N
ELEC DRIVE 1A(1B)(2A)(2B) MAN DISC.......O
ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED.......P
ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER MONITORING.......Q
ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO.......R
ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL MONITORING.......S
ELEC DRIVE 1A(1B)(2A)(2B) OIL TEMP MONITORING.......T
ELEC EMER DISTRIBUTION REDUNDANCY.......U
ELEC EMER NETWORK MANAGEMENT.......V
ELEC EMER NETWORK PROTECTION.......W
ELEC EXT PWR 1(2).......X
ELEC GEN 1A(1B)(2A)(2B).......Y
ELEC LOAD MANAGEMENT.......Z
ELEC NORMAL DISTRIBUTION DEGRADED.......AA
ELEC NORMAL DISTRIBUTION REDUNDANCY.......AB
ELEC NORMAL NETWORK MANAGEMENT.......AC
ELEC NORMAL NETWORK MANAGT DEGRADED.......AD
ELEC NORMAL NETWORK PROTECTION.......AE
ELEC RAT.......AF
ELEC RAT HEATERS.......AG
ELEC RAT NOT LOCKED UP.......AH
ELEC RAT SHEDDING.......AI
ELEC RAT SHEDDING REDUNDANCY.......AJ
ELEC STATIC INV.......AK
ELEC TR 1(2).......AL
ELEC TR EMER 1(2).......AM

ME-DM-ENG_1_2 ENG 1(2)

ENG 1(2) BURST DUCT DETECTION.......A
ENG 1(2) CORE ZONE AIR LEAK HI.......B
ENG 1(2) CORE ZONE AIR LEAK LO.......C
ENG 1(2) CTL SYS.......D
ENG 1(2) EGT OVER LIMIT.......E
ENG 1(2) EIF 1.......F
ENG 1(2) EIF 2.......G
ENG 1(2) EIM.......H
ENG 1 EMER IGN SYS.......I
ENG 2 EMER IGN SYS.......J

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ENG 1(2) FAN ZONE AIR LEAK....K
ENG 1(2) FADEC IDENTIFICATION....L
ENG 1(2) FADEC SYS....M
ENG 1(2) FADEC TEMP HI....N
ENG 1(2) FAIL....O
ENG 1(2) FIRE BOTTLE 1(2)....P
ENG 1(2) FIRE BOTTLE 1(2) SQUIB REDUNDANCY....Q
ENG 1(2) FIRE BOTTLE 1(2) SQUIBS....R
ENG 1(2) FIRE CM CHANNEL A(B)....S
ENG 1(2) FIRE DET....T
ENG 1(2) FRONT BEARING HOUSING VENT VLV....U
ENG 1(2) FUEL FILTER CLOGGED....V
ENG 1+2 FUEL FILTER CLOGGED....W
ENG 1(2) FUEL FILTER IN BYPASS....X
ENG 1+2 FUEL FILTER IN BYPASS....Y
ENG 1(2) FUEL FILTER PARTLY CLOGGED....Z
ENG 1(2) FUEL FLOW DEGRADED....AA
ENG 1(2) FUEL HEAT EXCHANGER IN BYPASS....AB
ENG 1+2 FUEL HEAT EXCHANGER IN BYPASS....AC
ENG 1(2) FUEL HEAT EXCHANGER MONITORING....AD
ENG 1(2) FUEL LEAK SUSPECTED....AE
ENG 1(2) HP FUEL VLV....AF
ENG 1(2) HP TURBINE CASE COOLING....AG
ENG 1(2) IGN A+B....AH
ENG 1(2) INTERMEDIATE CORE ZONE AIR LEAK....AI
ENG 1(2) IP TURBINE CASE COOLING....AJ
ENG 1(2) LONG TERM MINOR FAULT....AK
ENG 1(2) MASTER....AL
ENG 1(2) N1 DEGRADED MODE....AM
ENG 1(2) N1(N2)(N3) HIGH VIBRATIONS....AN
ENG 1(2) N1 MONITORING....AO
ENG 1(2) N2 MONITORING....AP
ENG 1(2) N3 MONITORING....AQ
ENG 1(2) N1 OVER LIMIT....AR
ENG 1(2) N2 OVER LIMIT....AS
ENG 1(2) N3 OVER LIMIT....AT
ENG 1(2) OIL CHIP DETECTED....AU
ENG 1(2) OIL FILTER IN BYPASS....AV
ENG 1(2) OIL FILTER PARTLY CLOGGED....AW
ENG 1(2) OIL PRESS LO....AX

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ENG 1(2) OIL QUANTITY MONITORING.......AY
ENG 1(2) OIL SYS MONITORING.......AZ
ENG 1(2) OIL TEMP HI.......BA
ENG 1(2) OVERTHRUST PROTECTION.......BB
ENG 1(2) REV MULTIPLE LOCKS FAILED LOCKED.......BC
ENG 1(2) REV ONE LOCK FAILED LOCKED.......BD
ENG 1(2) REV TERTIARY LOCKS ENERGIZED.......BE
ENG 1 REVERSER.......BF
ENG 2 REVERSER.......BG
ENG 1 REVERSER CTL.......BH
ENG 2 REVERSER CTL.......BI
ENG 1(2) REVERSER ENERGIZED.......BJ
ENG 1+2 REVERSER LOCKS OPEN.......BK
ENG 1(2) REVERSER MINOR FAULT.......BL
ENG 1(2) REVERSER PROTECTION.......BM
ENG 1(2) REVERSER UNLOCKED.......BN
ENG 1(2) SHAFT PROT LOST.......BO
ENG 1(2) SHORT TERM MINOR FAULT.......BP
ENG 1(2) SINGLE FIRE LOOP.......BQ
ENG 1(2) SINGLE IGN.......BR
ENG 1(2) STALL.......BS
ENG 1(2) START.......BT
ENG 1(2) START VLV NOT CLOSED.......BU
ENG 1(2) START VLV NOT OPEN.......BV
ENG 1(2) STATOR A-ICE VLV CLOSED.......BW
ENG 1(2) STATOR A-ICE VLV OPEN.......BX
ENG 1(2) THR LEVER.......BY
ENG 1(2) THRUST LOSS.......BZ
ENG 1(2) TURBINE OVHT.......CA
ENG 1(2) VIBRATIONS MONITORING.......CB

ME-DM-ENG ENG

ENG GA SOFT.......A
ENG START SELECTOR.......B
ENG TYPE DISAGREE.......C

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ME-DM-EXT_LT EXT LT

EXT LT BEACON LT........A
EXT LT CTL........B
EXT LT CTL DEGRADED........C
EXT LT LDG LT........D
EXT LT NAV LT 1........E
EXT LT PART LDG LT........F
EXT LT STROBE LT........G
EXT LT TAKEOFF LT........H
EXT LT TAXI OR RWY TURN OFF LT........I
EXT LT WING ENGINE 1(2) SCAN LT........J

ME-DM-F_CTL F/CTL

F/CTL ADR/IR/ISIS DATA REDUNDANCY........A
F/CTL AILERON PRESSURE SENSOR........B
F/CTL BKUP CTL........C
F/CTL CAPT+F/O RUDDER PEDALS........D
F/CTL DIFF FLAP SETTING........E
F/CTL ELEVATOR ACTUATOR........F
F/CTL ELEC STATUS........G
F/CTL FCDC 1........H
F/CTL FCDC 2........I
F/CTL FCDC 1+2........J
F/CTL FLAP 1 ADGB BRK........K
F/CTL FLAP 1 SAFETY TEST REQUIRED........L
F/CTL FLAP 2 SAFETY TEST REQUIRED........M
F/CTL FLAP ADGB........N
F/CTL FLAPS LEVER SYS 1(2)........O
F/CTL FLAP PCU 1........P
F/CTL FLAP PCU 2........Q
F/CTL FLAP SYS 1........R
F/CTL FLAP SYS 2........S
F/CTL FLAP SYS 1+2........T
F/CTL FLAPS TIP BRK SENSOR........U
F/CTL FLAPS TIP BRK SOLENOID........V
F/CTL FLAPS TIP BRK TEST REQUIRED........W
F/CTL GND SPLRs........X
F/CTL GYRO/ACCLMTR REDUNDANCY........Y
F/CTL HYD SENSOR........Z
F/CTL INR AILERON ELEC ACTUATOR........AA

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F/CTL INR FLAP MOVING DAMPER........AB
F/CTL INR FLAP MOVING DAMPER DATA........AC
F/CTL INR FLAPS LOAD SENSOR DISAGREE........AD
F/CTL L(R) ELEVATOR........AE
F/CTL L(R) ELEVATOR ELEC ACTUATOR REDUND........AF
F/CTL L(R) INR(OUTR) AILERON........AG
F/CTL L(R) INR AILERON Y ACTUATOR........AH
F/CTL L(R) INR AIL ELEC ACTUATOR REDUND........AI
F/CTL L(R) INR FLAP MOVING DAMPER SENSOR........AJ
F/CTL L(R) OUTR AILERON G ACTUATOR........AK
F/CTL L(R) OUTR AILERON Y ACTUATOR........AL
F/CTL L(R) OUTR FLAP LOAD SENSOR DISAGREE........AM
F/CTL L(R) SIDESTICK........AN
F/CTL L(R) SPLR 1........AO
F/CTL L(R) SPLR 2........AP
F/CTL L(R) SPLR 3........AQ
F/CTL L(R) SPLR 4........AR
F/CTL L(R) SPLR 5........AS
F/CTL L(R) SPLR 5 ACTUATOR REDUNDANCY........AT
F/CTL L(R) SPLR 6........AU
F/CTL L(R) SPLR 7........AV
F/CTL LAWS REDUNDANCY........AW
F/CTL LOAD ALLEVIATION........AX
F/CTL MOST ACCELEROMETERS........AY
F/CTL MOST GND STATUS INPUTS........AZ
F/CTL MOST GYROMETERS........BA
F/CTL MULTIPLE BUSES........BB
F/CTL ONE GYRO/ACCLMTR........BC
F/CTL PART GND STATUS INPUTS........BD
F/CTL PRIM 1........BE
F/CTL PRIM 1 TAIL BUS........BF
F/CTL PRIM 1 WING BUS........BG
F/CTL PRIM 2........BH
F/CTL PRIM 2 TAIL BUS........BI
F/CTL PRIM 2 WING BUS........BJ
F/CTL PRIM 2 L+R WING BUSES........BK
F/CTL PRIM 3........BL
F/CTL PRIM 3 TAIL BUS........BM
F/CTL PRIM 3 WING BUS........BN
F/CTL PRIM 1(2)(3) SAFETY TEST........BO

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F/CTL PRIM 1(2)(3) SIDESTICK SENSOR.......BP
F/CTL PRIM VERSION DISAGREE.......BQ
F/CTL PRIMs PIN PROG DISAGREE.......BR
F/CTL RUDDER.......BS
F/CTL RUDDER ELEC ACTUATOR.......BT
F/CTL RUDDER ELEC ACTUATOR REDUNDANCY.......BU
F/CTL RUDDER G(Y) ACTUATOR.......BV
F/CTL RUDDER G(Y) ACTUATOR SECURED.......BW
F/CTL RUDDER PEDAL SENSOR.......BX
F/CTL RUDDER PRESSURE SENSOR.......BY
F/CTL RUDDER TRIM 1(2).......BZ
F/CTL RUDDER TRIM 1+2.......CA
F/CTL RUDDER TRIM RESET P/B.......CB
F/CTL RUDDER TRIM SELECTOR.......CC
F/CTL SEC 1.......CD
F/CTL SEC 1 TAIL BUS.......CE
F/CTL SEC 1 WING BUS.......CF
F/CTL SEC 2.......CG
F/CTL SEC 2 TAIL BUS.......CH
F/CTL SEC 2 WING BUS.......CI
F/CTL SEC 2 L+R WING BUSES.......CJ
F/CTL SEC 3.......CK
F/CTL SEC 3 TAIL BUS.......CL
F/CTL SEC 3 WING BUS.......CM
F/CTL SEC 1(2)(3) SAFETY TEST.......CN
F/CTL SEC VERSION DISAGREE.......CO
F/CTL SIDESTICK PRIORITY.......CP
F/CTL SIDESTICK PRIORITY REDUNDANCY.......CQ
F/CTL SIDESTICK SENSORS.......CR
F/CTL SLAT 2 HYD MECH.......CS
F/CTL SLAT 1 SAFETY TEST REQUIRED.......CT
F/CTL SLAT 2 SAFETY TEST REQUIRED.......CU
F/CTL SLAT SYS 1.......CV
F/CTL SLAT SYS 2.......CW
F/CTL SLAT SYS 1+2.......CX
F/CTL SLATS TIP BRK SENSOR.......CY
F/CTL SLATS TIP BRK TEST REQUIRED.......CZ
F/CTL SLAT/FLAP SYS COMMUNICATION.......DA
F/CTL SPEED BRAKES.......DB

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F/CTL SPLR HYD MECH....DC
F/CTL STABILIZER....DD
F/CTL STABILIZER E1 ACTUATOR....DE
F/CTL STABILIZER E3 ACTUATOR....DF
F/CTL TURBULENCE DAMPING....DG
F/CTL TWO GYRO/ACCLMTRs....DH

ME-DM-FIRE FIRE

FIRE PROTECTION FUNCTION 1....A
FIRE PROTECTION FUNCTION 2....B
FIRE PROTECTION FUNCTION 3....C
FIRE PROTECTION FUNCTION 4....D

ME-DM-FUEL FUEL

FUEL APU FEED ISOL VLV....A
FUEL APU FEED LP VLV....B
FUEL APU LINE DAMAGE....C
FUEL APU PMP....D
FUEL AUTO FEED....E
FUEL CAN BUS REDUNDANCY....F
FUEL CG DATA DISAGREE < 13%....G
FUEL CG DATA DISAGREE > 13%....H
FUEL CROSSFEED VLV A(B)....I
FUEL CROSSFEED VLV A+B....J
FUEL CTR TK FQI....K
FUEL CTR TK FQI & TEMP....L
FUEL CTR TK LEVEL LO DET....M
FUEL CTR TK LEVEL DET....N
FUEL CTR TK LVL DET....O
FUEL CTR TK L(R) INLET VLV....P
FUEL CTR TK L(R) JETTISON VLV....Q
FUEL CTR TK L(R) PMP NOT RUNNING....R
FUEL CTR TK L(R) PMP RUN CONTINUOUSLY....S
FUEL CTR TK L+R PMPs....T
FUEL ENG 1(2) LP VLV....U
FUEL FOB INTEGRITY....V
FUEL FUEL PROPERTIES MEASUREMENT....W
FUEL FQI DEGRADED....X
FUEL FQI INTEGRITY....Y
FUEL FQI INTEGRITY DET....Z
FUEL FQI INTEGRITY MONITOR....AA

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FUEL FQI PLS INTEGRITY MONITOR....AB
FUEL FQI & LEVEL INTEGRITY MONITOR.... AC
FUEL FQMS 1(2)....AD
FUEL FQMS 1(2) MONITORING REDUNDANCY.... AE
FUEL FQMS 1+2....AF
FUEL INERTING SYS.... AG
FUEL L(R) JETTISON VLV.... AH
FUEL L(R) REFUEL ISOL VLV....AI
FUEL L(R) SCAVENGE VLV....AJ
FUEL L+R SCAVENGE VLVs.... AK
FUEL L(R) SURGE TK OVERFLOW DET....AL
FUEL L(R) TK DEFUEL JETTISON VLV....AM
FUEL L(R) TK FQI....AN
FUEL L(R) TK INLET VLV.... AO
FUEL L(R) TK MAIN CELL +R(L) WING TEMP MONIT....AP
FUEL L(R) TK MAIN CELL TEMP MONITORING....AQ
FUEL L+R TK MAIN CELL TEMP MONITORING.... AR
FUEL L(R) TK MAIN PMP NOT RUNNING.... AS
FUEL L(R) TK MAIN PMP RUN CONTINUOUSLY....AT
FUEL L(R) TK MAIN+STBY PMPs....AU
FUEL L(R) TK STBY PMP NOT RUNNING....AV
FUEL L(R) TK STBY PMP RUN CONTINUOUSLY.... AW
FUEL L(R) WING TK FQI & TEMP.... AX
FUEL L(R) WING TK LEVEL LO DET.... AY
FUEL L+R WING TK LEVEL LO DET....AZ
FUEL L(R)(L+R) WING TK LEVEL DET.... BA
FUEL L(R)(L+R) WING TK LVL DET.... BB
FUEL L(R) WING TEMP MONITORING.... BC
FUEL L+R WING TK FQI & TEMP.... BD
FUEL OVERWEIGHT T.O MONITOR.... BE
FUEL PMPs DRY RUNNING MONITOR....BF
FUEL PUMP DRY RUNNING MONITOR.... BG
FUEL R TK DEFUEL VLV....BH
FUEL TEMP INTEGRITY MONITOR.... BI
FUEL TK DATA REDUNDANCY....BJ
FUEL WEIGHT DATA DISAGREE.... BK

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ME-DM-FWS FWS

FWS ATQC DATABASE.......A
FWS CONFIGURATION DISAGREE.......B
FWS CPNY DATABASE.......C
FWS ECP.......D
FWS ECP 1.......E
FWS ECP 2.......F
FWS 1.......G
FWS 2.......H
FWS 1+2.......I

[1] ME-DM-HYD HYD

HYD G(Y) ENG 1(2) CASE DRAIN FILTER CLOGGED.......A
HYD ENG 1(2) G(Y) PMP ISOL.......B
HYD ENG 1(2) G PMP ISOL.......C
HYD ENG 1(2) Y PMP ISOL.......D
HYD FILTER CLOGGED.......E
HYD G ELEC PMP.......F
HYD ENG 1(2) G PMP.......G
HYD ENG 1(2) Y PMP.......H
HYD ENG 1(2) G(Y) PMP DISC SW.......I
HYD G HMCA 1(2).......J
HYD G SYS PRESS MONITORING REDUNDANCY.......K
HYD G SYS TEMP MONITORING REDUNDANCY.......L
HYD ENG 1(2) G(Y) FSOV IND.......M
HYD G(Y) RSVR AIR BLEED.......N
HYD G(Y) RSVR LEVEL.......O
HYD G(Y) RSVR PRESS.......P
HYD G(Y) SYS.......Q
HYD G(Y) SYS MONITORING.......R
HYD G(Y) SYS PANEL.......S
HYD G(Y) SYS RETURN FILTER.......T
HYD G+Y SYS.......U
HYD Y ELEC PMP.......V
HYD Y HMCA 1.......W
HYD Y HMCA 2.......X
HYD Y SYS PRESS MONITORING REDUNDANCY.......Y
HYD Y SYS TEMP MONITORING REDUNDANCY.......Z

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ME-DM-IMA IMA

IMA CPIOM H31 .... A
IMA CPIOM H32 .... B
IMA CPIOM H33 C
IMA CPIOM H34 .... D
IMA CPIOM H41 .... E
IMA CPIOM H42 .... F
IMA CPIOM H43 .... G
IMA CPIOM H44 .... H
IMA CPIOM H61 I
IMA CPIOM H62 .... J
IMA CPIOM H63 .... K
IMA CPIOM H64 L
IMA CPIOM J11 .... M
IMA CPIOM J12 .... N
IMA CPIOM J21 .... O
IMA CPIOM J22 .... P
IMA CPIOM J23 .... Q
IMA CPIOM J24 .... R
IMA CPIOM J51 .... S
IMA CPIOM J71 .... T
IMA CPIOM J72 .... U
IMA CRDC A01 V
IMA CRDC A02 .... W
IMA CRDC A03 X
IMA CRDC A04 .... Y
IMA CRDC A05 .... Z
IMA CRDC A06 .... AA
IMA CRDC A07 .... AB
IMA CRDC A08 .... AC
IMA CRDC A09 .... AD
IMA CRDC A10 .... AE
IMA CRDC A11 .... AF
IMA CRDC A12 .... AG
IMA CRDC A13 .... AH
IMA CRDC A15 .... AI
IMA CRDC A17 .... AJ
IMA CRDC B01 .... AK
IMA CRDC B02 .... AL
IMA CRDC B03 .... AM

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IMA CRDC B04........AN
IMA CRDC B05........AO
IMA CRDC B06........AP
IMA CRDC B07........AQ
IMA CRDC B08........AR
IMA CRDC B09........AS
IMA CRDC B10........AT
IMA CRDC B11........AU
IMA CRDC B12........AV
IMA CRDC B13........AW
IMA CRDC B14........AX
IMA MULTIPLE MODULES........AY

ME-DM-L_G L/G

L/G ADIRS SPEED DISAGREE........A
L/G BOGIE POSITION........B
L/G CTL 1(2)........C
L/G CTL 1+2........D
L/G DOWNLOCK REDUNDANCY........E
L/G GEAR MONITORING........F
L/G GEAR MONITORING REDUNDANCY........G
L/G GEAR UPLOCK........H
L/G GRVTY EXTN A(B)........I
L/G GRVTY EXTN A(B) DEGRADED........J
L/G GRVTY EXTN A(B) REDUNDANCY........K
L/G GRVTY EXTN MODULE A(B) INSTALLATION........L
L/G GRVTY EXTN TEST A(B)........M
L/G INDEPENDENT DOWNLOCK SOURCE........N
L/G MAIN L/G NOT BRACED........O
L/G MAIN L/G RAPID EXTENSION........P
L/G MAIN L/G RETRACTION SYS 1(2)........Q
L/G MAIN (NOSE) L/G ALTN PWR PACK........R
L/G MAIN (NOSE) L/G HYD MECH........S
L/G MAIN (NOSE) L/G PRESS TRANSDUCER........T
L/G MAIN (NOSE) L/G PRESS TRANSDUCER DISAGREE........U
L/G NOSE L/G RETRACTION SYS 1(2)........V
L/G PRE-ARMING FUNCTION........W

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L/G PRE-ARMING FUNCTION ACTIVATED....X
L/G RETRACTION....Y
L/G SAFETY INTERLOCK....Z
L/G SHOCK ABSORBER....AA
L/G SYSTEM DISAGREE....AB
L/G WEIGHT ON WHEELS....AC

ME-DM-MLG_BAY MLG BAY

MLG BAY FIRE DET....A
MLG BAY SINGLE FIRE LOOP....B

ME-DM-NAV NAV

NAV ADF....A
NAV ADR 1(2)(3)....B
NAV ADR 1(2)(3) REJECTED BY PRIMs....C
NAV ADR 1(2)(3) TAT REJECTED BY WING A-ICE....D
NAV ADR 1+2(1+3)(2+3)(1+2+3)....E
NAV ALL DMEs....F
NAV ALL VORs....G
NAV AOA 4 PROBE....H
NAV CAPT(F/O) AIRPORT NAV....I
NAV CAPT+F/O AIRPORT NAV....J
NAV SINGLE DME....K
NAV FLS 1(2)....L
NAV FLS 1+2....M
NAV GLS 1(2)....N
NAV GLS 1+2....O
NAV GNSS 1(2)....P
NAV GNSS 1+2....Q
NAV GNSS 1(2)(1+2) REJECTED BY IRs....R
NAV ILS 1(2)....S
NAV ILS 1+2....T
NAV IR 1(2)(3)....U
NAV IR 1(2)(3) REJECTED BY PRIMs....V
NAV IR 1+2(1+3)(2+3)(1+2+3)....W
NAV ISIS AIR DATA REJECTED BY PRIMs....X
NAV ISIS INERT DATA REJECTED BY PRIMs....Y
NAV LS 1(2)....Z
NAV LS 1+2....AA
NAV MMR 1(2)....AB
NAV MMR 1+2....AC

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NAV MFP 1(2)(3) TAT .... AD
NAV MULTIPLE ADR STATIC PROBE .... AE
NAV OAT 1(2) PROBE .... AF
NAV RA DEGRADED .... AG
NAV RA SYS A(B)(C) .... AH
NAV RA SYS A+B(A+C)(B+C) .... AI
NAV RA SYS A+B+C .... AJ
NAV RA SYS A(B)(C) ERRONEOUS DATA .... AK
NAV RA SYS A(B)(C) LOST BY PRIMs .... AL
NAV RESIDUAL AIRSPEED 1(2)(3) .... AM
NAV RNP AR CAPABILITY DOWNGRADED .... AN
NAV RNP AR CAPABILITY LOST .... AO
NAV SIDESLIP PROBE 1(2)(3) .... AP
NAV SLS 1(2) .... AQ
NAV SLS 1+2 .... AR
NAV SINGLE VOR .... AS

ME-DM-OIS OIS

OIS CAPT(F/O) OIS ON OUTER CAPT(F/O) .... A
OIS CAPT(F/O) OIS DISPLAY .... B
OIS CAPT+F/O OIS DISPLAY C

ME-DM-OVHD OVHD PNL

OVHD PNL AIR & ELEC CTLs .... A
OVHD PNL AIR & ELEC DEGRADED .... B
OVHD PNL LOWER CTR CTL PNL C
OVHD PNL LOWER CTR DEGRADED+ICE IND LT .... D
OVHD PNL LOWER L DEGRADED .... E
OVHD PNL LOWER L DEGRADED+FUEL JTSN .... F
OVHD PNL LOWER R DEGRADED .... G
OVHD PNL MAINT DEGRADED .... H
OVHD PNL MID L DEGRADED I
OVHD PNL MID R DEGRADED .... J
OVHD PNL VENT CAB FANS CTL .... K

ME-DM-OXY OXY

OXY CAPT(F/O) BOTTLE PRESS LO .... A
OXY CAPT(F/O) BOTTLE PRESS MONITORING .... B
OXY CAPT(F/O) SUPPLY VLV CLOSED C
OXY CTL .... D
OXY CTL REDUNDANCY .... E
OXY PAX AUTO CONTROL .... F

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ME-DM-RECORDER RECORDER

RECORDER ACCELEROMETER.....A
RECORDER CVR.....B
RECORDER DIGITAL FLIGHT DATA RECORDER.....C
RECORDER SYSTEM.....D
RECORDER VQAR.....E

ME-DM-SMOKE SMOKE

SMOKE AFT/BULK CARGO BOTTLES.....A
SMOKE AFT/BULK CARGO BTLs REDUNDANCY.....B
SMOKE AFT/BULK CARGO DET.....C
SMOKE AFT/BULK CARGO DET REDUNDANCY.....D
SMOKE CABIN REST DET.....E
SMOKE CABIN REST DET REDUNDANCY.....F
SMOKE DET.....G
SMOKE DET REDUNDANCY.....H
SMOKE FLT REST DET.....I
SMOKE FWD CARGO BOTTLES.....J
SMOKE FWD CARGO BTLs REDUNDANCY.....K
SMOKE FWD CARGO DET.....L
SMOKE FWD CARGO DET REDUNDANCY.....M
SMOKE FWD+AFT CARGOS BOTTLES.....N
SMOKE FWD+AFT CARGOS BTLs REDUNDANCY.....O
SMOKE FWD+AFT CARGOS BTL 1.....P
SMOKE FWD+AFT CARGOS BTL 1 REDUNDANCY.....Q
SMOKE FWD+AFT CARGOS BTL 2.....R
SMOKE FWD+AFT CARGOS BTL 2 REDUNDANCY.....S
SMOKE IFE BAY DET.....T
SMOKE IFE BAY DET REDUNDANCY.....U
SMOKE LAVATORY DET.....V
SMOKE L AVNCS DET.....W
SMOKE L AVNCS DET REDUNDANCY.....X
SMOKE R AVNCS DET.....Y
SMOKE R AVNCS DET REDUNDANCY.....Z

ME-DM-STEER STEER

STEER CAPT(F/O) PEDAL DISC BUTTON.....A
STEER CAPT(F/O) STEER TILLER.....B
STEER CTL 1(2).....C
STEER ISOL VLV.....D
STEER N/W STEER.....E

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STEER N/W STEER ANGLE LIMIT EXCEEDED.......F
STEER N/W STEER DISC FUNCTION.......G
STEER N/W STEER DISC PANEL.......H
STEER N/W STEER OFFSET.......I
STEER PEDAL STEER CTL.......J
STEER SAFETY TEST REQUIRED.......K

ME-DM-SURV SURV

SURV ADS-B TRAFFIC 1(2).......A
SURV ADS-B TRAFFIC 1+2.......B
SURV GPWS.......C
SURV GPWS REDUNDANCY.......D
SURV PRED W/S 1(2).......E
SURV PRED W/S 1+2.......F
SURV REACTIVE W/S DET.......G
SURV ROW/ROP.......H
SURV RWY COND / BRAKING ACTION SEL.......I
SURV SYS 1(2).......J
SURV SYS 1+2.......K
SURV TAWS.......L
SURV TAWS REDUNDANCY.......M
SURV TCAS 1(2).......N
SURV TCAS 1+2.......O
SURV TERR SYS.......P
SURV TERR SYS REDUNDANCY.......Q
SURV XPDR 1(2).......R
SURV XPDR 1+2.......S
SURV WXR 1(2).......T
SURV WXR 1+2.......U

ME-DM-TAIL_STRIK TAIL STRIKE

TAIL STRIKE DET.......A

ME-DM-VENT VENT

VENT AFT LAV & GALLEYS EXTRACT.......A
VENT AFT LAV & GALLEYS EXTRACT FAN.......B
VENT AFT LAV & GALLEYS ISOL VLV.......C
VENT AFT LAV & GALLEYS ISOL VLV CLOSED.......D
VENT AFT LAV & GALLEYS ISOL VLV OPEN.......E
VENT AVNCS EXTRACT.......F
VENT AVNCS FAN MONITORING.......G
VENT AVNCS FILTER CLOGGED.......H

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VENT AVNCS INBOARD VLV....I
VENT AVNCS INBOARD VLV CLOSED....J
VENT AVNCS INBOARD VLV OPEN....K
VENT AVNCS L(R) BACKUP VLV....L
VENT AVNCS L(R) BACKUP VLV CLOSED....M
VENT AVNCS L(R) BACKUP VLV OPEN....N
VENT AVNCS L(R) BLOWING BURST DUCT DET....O
VENT AVNCS L(R) BLOWING DEGRADED....P
VENT AVNCS L(R) BLOWING FAN....Q
VENT AVNCS L+R BLOWING FANS....R
VENT AVNCS L(R)(L+R) BLOWING....S
VENT AVNCS L(R) COOLING DETECTOR....T
VENT AVNCS L(R)(L+R) EXTRACT FAN(S)....U
VENT AVNCS OVBD VLV BIG FLAP CLOSED....V
VENT AVNCS OVBD VLV BIG FLAP OPEN....W
VENT AVNCS OVBD VLV BIG FLAP REDUND....X
VENT AVNCS OVBD VLV SMALL FLAP CLOSED....Y
VENT AVNCS OVBD VLV SMALL FLAP OPEN....Z
VENT CEV EXTRACT FANS....AA
VENT CEV FAN MONITORING....AB
VENT CEV SINGLE EXTRACT FAN....AC
VENT CDM 1 OVHT PROT....AD
VENT CKPT HI VENT VLV....AE
VENT CKPT HI VENT VLV CLOSED....AF
VENT CKPT HI VENT VLV OPEN....AG
VENT CKPT INDIV VLV....AH
VENT IFE BAY ISOL....AI
VENT IFE BAY VENT....AJ
VENT VCRU 1(3) OVHT PROT....AK

ME-DM-VIDEO VIDEO

VIDEO CMV 1(2)....A
VIDEO CMV 1+2....B

ME-DM-WHEEL WHEEL

WHEEL TIRE PRESS LO....A
WHEEL TIRE PRESS MONITORING....B
WHEEL TIRE PRESS + BRK TEMP MONITORING....C

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ME-CO Crew Observations

ME-CO-24 Electrical Power

External Power Receptacle Inoperative.......... A

ME-CO-25 Equipment/Furnishings

Shoulder Harness Inoperative on Cockpit Seat.......... A
ELT Spurious Transmission.......... B

ME-CO-26 Fire Protection

Spurious Smoke Detection in the Cabin Crew Rest Compartment.......... A

ME-CO-27 Flight Controls

Electrical Backup Function Inoperative.......... A

ME-CO-28 Fuel

Fuel leak observed at Refuel Coupling Check-Valve.......... A

ME-CO-31 Indicating/Recording Systems

AIR & ELEC Overhead Panel (225VM) Degraded.......... A
BRAKE Panel (312VM) Degraded.......... B
ECAM Control Panel Key Inoperative.......... C
FUEL & HYD Overhead Panel (235VM) Degraded.......... D
Loss of Tactile Function of a Display Unit.......... E
LOWER CENTER Overhead Panel (215VM) Degraded.......... F
LOWER LEFT Overhead Panel (211VM) Degraded.......... G
LOWER RIGHT Overhead Panel (212VM) Degraded.......... H
MAINTENANCE Overhead Panel (255VM) Degraded.......... I
MID LEFT Overhead Panel (221VM) Degraded.......... J
MID RIGHT Overhead Panel (222VM) Degraded.......... K
Spurious or Missing MEMO on WD or PFD.......... L
Variation in Brightness of the Display Unit during Night Operations.......... M

ME-CO-32 Landing Gear

Green(Yellow) Alternate Braking Return Accumulator Incorrectly Charged.......... A
PARK BRK ON light permanently illuminated on the NWS DISCONNECT Panel.......... B

ME-CO-44 Cabin Systems

Prerecorded Announcements not Available.......... A

ME-CO-52 Doors

Upper/Lower Pax Door X-Guide Roller Damaged.......... A

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Localization Title	Toc Index	ID	Reason
ME-PLP-TOC HYD		1	Documentation update: Deletion of the "00015636.9000079 HYD FILTER CLOGGED" documentary unit.
ME-DM-AIR AIR LEAK DET REDUNDANCY	AF	2	Documentation update: Addition of "AIR LEAK DET REDUNDANCY" documentary unit
ME-DM-AUTO_FLT AUTO FLT FMC A+B(A+C)(B+C)	J	2	Documentation update: Addition of "AUTO FLT FMC A+B(A+C)(B+C)" documentary unit
ME-DM-AVIONICS_N AVIONICS NETWORK MULTIPLE SW/CABLE	A	2	Documentation update: Addition of "AVIONICS NETWORK MULTIPLE SW/CABLE" documentary unit
ME-DM-AVIONICS_N AVIONICS NETWORK SW OR CABLE	E	4	Documentation update: Addition of "AVIONICS NETWORK SW OR CABLE" documentary unit
ME-DM-ELEC ELEC RAT	AF	6	**Add the item for B-18919.**
ME-DM-ELEC ELEC RAT	AF	5	Documentation update: Addition of "ELEC RAT" documentary unit
ME-DM-EXT_LT EXT LT LDG LT	D	2	Documentation update: Addition of "EXT LT LDG LT" documentary unit
ME-DM-EXT_LT EXT LT PART LDG LT	F	4	Documentation update: Addition of "EXT LT PART LDG LT" documentary unit
ME-DM-F_CTL F/CTL RUDDER G(Y) ACTUATOR	BV	1	Documentation update: Addition of "F/CTL RUDDER G(Y) ACTUATOR" documentary unit
ME-DM-F_CTL F/CTL RUDDER G(Y) ACTUATOR	BV	3	**Add the item for B-18919.**
ME-DM-F_CTL F/CTL RUDDER PRESSURE SENSOR	BY	4	Documentation update: Addition of "F/CTL RUDDER PRESSURE SENSOR" documentary unit
ME-DM-F_CTL F/CTL RUDDER PRESSURE SENSOR	BY	6	**Add the item for B-18919.**
ME-DM-FUEL FUEL R TK DEFUEL VLV	BH	4	Documentation update: Addition of "FUEL R TK DEFUEL VLV" documentary unit
ME-DM-HYD HYD ENG 1(2) G PMP ISOL	C	2	Documentation update: Addition of "HYD ENG 1(2) G PMP ISOL" documentary unit
ME-DM-HYD HYD ENG 1(2) Y PMP ISOL	D	3	Documentation update: Addition of "HYD ENG 1(2) Y PMP ISOL" documentary unit
ME-DM-HYD HYD FILTER CLOGGED	E	4	Documentation update: Addition of "HYD FILTER CLOGGED" documentary unit
ME-DM-HYD HYD FILTER CLOGGED	E	6	**Add the item for B-18919.**
ME-DM-HYD HYD FILTER CLOGGED	E	5	Documentation update: Addition of "HYD FILTER CLOGGED" documentary unit

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Localization Title	Toc Index	ID	Reason
ME-DM-HYD HYD G SYS TEMP MONITORING REDUNDANCY	L	8	Documentation update: Addition of "HYD G SYS TEMP MONITORING REDUNDANCY" documentary unit
ME-DM-HYD HYD Y SYS TEMP MONITORING REDUNDANCY	Z	10	Documentation update: Addition of "HYD Y SYS TEMP MONITORING REDUNDANCY" documentary unit
ME-DM-SURV SURV ADS-B TRAFFIC 1(2)	A	1	Documentation update: Addition of "SURV ADS-B TRAFFIC 1(2)" documentary unit
ME-DM-SURV SURV ADS-B TRAFFIC 1+2	B	2	Documentation update: Addition of "SURV ADS-B TRAFFIC 1+2" documentary unit
ME-CO-31 Loss of Tactile Function of a Display Unit	E	1	Documentation update: Addition of "Loss of Tactile Function of a Display Unit" documentary unit
ME-DM-A-ICE A-ICE SIDESLIP PROBE 1(2)(3) HEATG	AE	1	Effectivity update: The information no longer applies to B-18916.
ME-DM-AIR AIR LEAK DET REDUNDANCY	AF	1	Effectivity update: The information no longer applies to all ACN.
ME-DM-AIR AIR PACK 1(2) RAM AIR DOOR OUTLET	BC	3	Effectivity update: The information no longer applies to B-18916.
ME-DM-AIR AIR PACK 1(2) RAM AIR DOOR OUTLET OPEN	BD	4	Effectivity update: The information no longer applies to B-18916.
ME-DM-AIR AIR PACK 1 RAM AIR DOOR OUTLET	BE	5	Effectivity update: The information now also applies to B-18916, B-18919.
ME-DM-AIR AIR PACK 2 RAM AIR DOOR OUTLET	BF	6	Effectivity update: The information now also applies to B-18916, B-18919.
ME-DM-AIR AIR PACK 1 RAM AIR DOOR OUTLET OPEN	BG	7	Effectivity update: The information now also applies to B-18916, B-18919.
ME-DM-AIR AIR PACK 2 RAM AIR DOOR OUTLET OPEN	BH	8	Effectivity update: The information now also applies to B-18916, B-18919.
ME-DM-AUTO_FLT AUTO FLT FMC A+B(A+C)(B+C)	J	1	Effectivity update: The information no longer applies to all ACN.
ME-DM-AVIONICS_N AVIONICS NETWORK MULTIPLE SW/CABLE	A	1	Effectivity update: The information no longer applies to all ACN.

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Localization Title	Toc Index	ID	Reason
ME-DM-AVIONICS_N AVIONICS NETWORK SW OR CABLE	D	3	Effectivity update: The information no longer applies to all ACN.
ME-DM-BRAKES BRAKES BRK FAN	P	1	Effectivity update: The information no longer applies to all ACN.
ME-DM-ELEC ELEC BAT 1 DC OVERVOLTAGE	D	1	Effectivity update: The information no longer applies to B-18916.
ME-DM-ELEC ELEC BAT 2 DC OVERVOLTAGE	F	2	Effectivity update: The information no longer applies to B-18916.
ME-DM-ELEC ELEC BAT EMER DC OVERVOLTAGE	H	3	Effectivity update: The information no longer applies to B-18916.
ME-DM-ELEC ELEC RAT	AF	4	Effectivity update: The information no longer applies to all ACN.
ME-DM-EXT_LT EXT LT LDG LT	D	1	Effectivity update: The information no longer applies to all ACN.
ME-DM-EXT_LT EXT LT PART LDG LT	F	3	Effectivity update: The information no longer applies to all ACN.
ME-DM-F_CTL F/CTL RUDDER G(Y) ACTUATOR	BV	2	Effectivity update: The information no longer applies to all ACN.
ME-DM-F_CTL F/CTL RUDDER PRESSURE SENSOR	BY	5	Effectivity update: The information no longer applies to all ACN.
ME-DM-FUEL FUEL CTR TK L(R) JETTISON VLV	Q	1	Effectivity update: The information no longer applies to all ACN.
ME-DM-FUEL FUEL L(R) JETTISON VLV	AH	2	Effectivity update: The information no longer applies to all ACN.
ME-DM-FUEL FUEL L(R) TK DEFUEL JETTISON VLV	AM	3	Effectivity update: The information no longer applies to all ACN.
ME-DM-HYD HYD ENG 1(2) G(Y) PMP ISOL	B	1	Effectivity update: The information no longer applies to all ACN.
ME-DM-HYD HYD G SYS TEMP MONITORING REDUNDANCY	L	7	Effectivity update: The information no longer applies to all ACN.
ME-DM-HYD HYD Y SYS TEMP MONITORING REDUNDANCY	Z	9	Effectivity update: The information no longer applies to all ACN.
ME-DM-IMA IMA CRDC B04	AN	1	Effectivity update: The information now also applies to B-18919.
ME-DM-IMA	AU	2	Effectivity update: The information now also applies to B-18919.

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Localization Title	Toc Index	ID	Reason
IMA CRDC B11			
ME-DM-IMA IMA CRDC B13	AW	3	Effectivity update: The information now also applies to B-18919.
ME-DM-NAV NAV SIDESLIP PROBE 1(2)(3)	AP	1	Effectivity update: The information no longer applies to B-18916.
ME-DM-OVHD OVHD PNL LOWER L DEGRADED +FUEL JTSN	F	1	Effectivity update: The information no longer applies to all ACN.

Dispatch Message: **A-ICE ADR 1(2)(3) PROBES AUTO HEATG**

Ident.: ME-DM-A-ICE-00024996.0001001 / 08 APR 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic heating of at least one probe of an ADR is lost.	*Refer to Item 30-31-01A ADR Probes Heating Function*

Dispatch Message: **A-ICE ADR 1(2)(3) PROBES HEATG**

Ident.: ME-DM-A-ICE-00024997.0001001 / 08 APR 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic and manual heating of at least one probe of an ADR is lost.	*Refer to Item 30-31-01B ADR Probes Heating Function*

Dispatch Message: **A-ICE CAPT(F/O) WIPER**

Ident.: ME-DM-A-ICE-00019796.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wiper is failed on the CAPT(F/O) side.	*Refer to Item 30-45-01 Windshield Wiper*

Dispatch Message: **A-ICE ENG 1(2) NAI COMMAND**

Ident.: ME-DM-A-ICE-00019797.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The communication between the engine 1(2) anti-ice system and the A-ICE overhead panel is failed. The engine 1(2) anti-ice system is permanently activated.	*Refer to Item 30-21-07 Engine Anti-Ice System Command*

Dispatch Message: **A-ICE ENG 1(2) NAI REGUL**

Ident.: ME-DM-A-ICE-00018504.0002001 / 09 MAR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On engine 1(2), the regulation functions of both the PRV and the PRSOV are failed. Maintenance action: The maintenance must deactivate the PRSOV on the affected engine in the closed position. System consequence (after deactivation): The engine anti-ice system is no more available on the affected engine. On the DISPATCH page, the message A-ICE ENG 1(2) PRSOV SECURED CLOSED replaces A-ICE ENG 1(2) NAI REGUL	*Refer to Item 30-21-04C Engine Anti-Ice PRV Regulation Function*

Dispatch Message: **A-ICE ENG 1(2) NAI SYS**

Ident.: ME-DM-A-ICE-00018505.0001001 / 14 JUN 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On engine 1(2), the engine anti-ice system is failed. Maintenance action: The maintenance must deactivate the PRSOV on the affected engine in the closed position. System consequence (after deactivation): The engine 1(2) anti-ice system is no more available. On the DISPATCH page, the message A-ICE ENG 1(2) PRSOV SECURED CLOSED replaces A-ICE ENG 1(2) NAI SYS.	*Refer to Item 30-21-01 Engine Anti-Ice System*

Dispatch Message: **A-ICE ENG 1(2) NAI MON**

Ident.: ME-DM-A-ICE-00018517.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On engine 1(2), the monitoring of the anti-ice valves is failed.	*Refer to Item 30-21-05 Engine Anti-Ice System Monitoring*

Dispatch Message: **A-ICE ENG 1(2) PRSOV FAILED OPEN**

Ident.: ME-DM-A-ICE-00018489.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The A-ICE ENG 1(2) PRSOV FAILED OPEN message is displayed on the DISPATCH page after engines start associated with the A-ICE ENG 1(2) VLV OPEN alert on the WD. After application of the ECAM procedure, the A-ICE ENG 1(2) VLV OPEN alert disappears from the WD along with the A-ICE ENG 1(2) PRSOV FAILED OPEN message. The engine anti-ice system operates normally.	Not related to MEL
On engine 1(2), the shutoff function of the PRSOV is failed. Maintenance action: The maintenance must deactivate the affected PRSOV on the affected engine in the open position. System consequence (after deactivation): On the DISPATCH page, the message A-ICE ENG 1(2) PRSOV SECURED OPEN replaces A-ICE ENG 1(2) PRSOV FAILED OPEN	*Refer to Item 30-21-02A Engine Anti-Ice PRSOV Shutoff Function*

Dispatch Message: A-ICE ENG 1(2) PRSOV REGUL

Ident.: ME-DM-A-ICE-00018502.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On engine 1(2), the regulation function of the PRSOV is failed.	*Refer to Item 30-21-03 Engine Anti-Ice PRSOV Regulation Function*

Dispatch Message: A-ICE ENG 1(2) PRSOV SECURED CLOSED

Ident.: ME-DM-A-ICE-00018518.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On engine 1(2), the maintenance has deactivated the PRSOV in the closed position.	*Refer to Item 30-21-01 Engine Anti-Ice System* or *Refer to Item 30-21-02B Engine Anti-Ice PRSOV Shutoff Function* or *Refer to Item 30-21-04C Engine Anti-Ice PRV Regulation Function*

Dispatch Message: A-ICE ENG 1(2) PRSOV SECURED OPEN

Ident.: ME-DM-A-ICE-00018519.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On engine 1(2), the maintenance has deactivated the PRSOV in the open position.	*Refer to Item 30-21-02A Engine Anti-Ice PRSOV Shutoff Function*

Dispatch Message: **A-ICE ENG 1(2) PRV REGUL**

Ident.: ME-DM-A-ICE-00018503.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On engine 1(2), the regulation function of the PRV is failed.	*Refer to Item 30-21-04A Engine Anti-Ice PRV Regulation Function*

Dispatch Message: **A-ICE ENG 1(2) PRV SECURED OPEN**

Ident.: ME-DM-A-ICE-00018520.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On engine 1(2), the maintenance has deactivated the PRV in the open position.	*Refer to Item 30-21-04B Engine Anti-Ice PRV Regulation Function*

Dispatch Message: **A-ICE ENG 1(2) SENSOR DISAGREE**

Ident.: ME-DM-A-ICE-00023687.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On engine 1(2), the FADEC has detected a discrepancy between both channels of the pressure sensor of the engine anti-ice system.	*Refer to Item 30-21-06 Engine Anti-Ice System Pressure Monitoring*

Dispatch Message: **A-ICE ENG 1(2) VLV FAILED CLOSED**

Ident.: ME-DM-A-ICE-00018523.0001001 / 10 JUL 19
Applicable to: ALL

Introduction:
On engine 1(2), the PRSOV or the PRV is failed in the closed position.
The maintenance must visually check which valve is failed.
Dispatch Assessment:

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance visual check confirms that only the PRV is failed in the closed position. The PRV must be deactivated in the open position. System consequence (after deactivation): The engine 1(2) anti-ice system is operative. On the DISPATCH page, the message A-ICE ENG 1(2) PRV SECURED OPEN replaces A-ICE ENG 1(2) VLV FAILED CLOSED	*Refer to Item 30-21-04B Engine Anti-Ice PRV Regulation Function*
The maintenance visual check does not confirm that the PRSOV or the PRV is failed in the closed position. In accordance with the Aircraft Fault Isolation, the maintenance crew assumes that the PRV experienced a freezing during the previous flight. The PRV must be deactivated in the open position System consequence (after deactivation) The engine 1(2) anti-ice system is operative. On the DISPATCH page, the message A-ICE ENG 1(2) PRV SECURED OPEN replaces A-ICE ENG 1(2) VLV FAILED CLOSED	*Refer to Item 30-21-04B Engine Anti-Ice PRV Regulation Function*
The maintenance visual check confirms that only the PRSOV is failed in the closed position. The PRSOV is deactivated in the open position. System consequence (after deactivation): The engine 1(2) anti-ice system is operative. On the DISPATCH page, the message A-ICE ENG 1(2) PRSOV SECURED OPEN replaces A-ICE ENG 1(2) VLV FAILED CLOSED	*Refer to Item 30-21-02A Engine Anti-Ice PRSOV Shutoff Function*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance visual check: - Confirms that both the PRSOV and the PRV are failed in the closed position, or - Does not confirm that the PRSOV or the PRV is failed in the closed position. The PRSOV must be deactivated in the closed position. System consequence (after deactivation): The engine 1(2) anti-ice system is lost. On the DISPATCH page, the message A-ICE ENG 1(2) PRSOV SECURED CLOSED replaces A-ICE ENG 1(2) VLV FAILED CLOSED	*Refer to Item 30-21-01 Engine Anti-ice System*

Dispatch Message: A-ICE ICE DETECTION FUNCTION

Ident.: ME-DM-A-ICE-00015138.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ice detection function is failed.	*Refer to Item 30-81-01 Ice Detection System*

Dispatch Message: A-ICE L(R) AFT WINDOW HEATG

Ident.: ME-DM-A-ICE-00012293.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the L(R) aft window is failed.	*Refer to Item 30-42-02 Window Heating*

Dispatch Message: **A-ICE L(R) LATERAL WINDOW HEATG**

Ident.: ME-DM-A-ICE-00015125.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the L(R) lateral window is failed.	*Refer to Item 30-42-02 Window Heating*

Dispatch Message: **A-ICE L(R) WINDOWS HEATG**

Ident.: ME-DM-A-ICE-00015132.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the L(R) windows is failed.	*Refer to Item 30-42-01 Windows Heating Control*

Dispatch Message: **A-ICE L+R WINDOWS HEATG**

Ident.: ME-DM-A-ICE-00015133.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the L+R windows is failed.	NO DISPATCH

Dispatch Message: **A-ICE L(R) WINDSHIELD HEATG**

Ident.: ME-DM-A-ICE-00015134.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the L(R) windshield is failed.	*Refer to Item 30-42-03 Front Windshield Heating*

Dispatch Message: **A-ICE L+R WINDSHIELDS HEATG**

Ident.: ME-DM-A-ICE-00015135.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the L+R windshields is failed.	NO DISPATCH

Dispatch Message: A-ICE L(R) WING TEMP MONITORING

Ident.: ME-DM-A-ICE-00018526.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On left(right) wing, the temperature monitoring of the wing anti-ice system is lost.	*Refer to Item 30-11-03 Wing Anti-Ice Temperature Monitoring*

Dispatch Message: A-ICE L+R WINGS TEMP MONITORING

Ident.: ME-DM-A-ICE-00018527.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On both wings, the temperature monitoring of the wing anti-ice system is lost.	NO DISPATCH

Dispatch Message: A-ICE L(R) WING VLV

Ident.: ME-DM-A-ICE-00018525.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
On the left(right) wing, the wing anti-ice valve is failed.	*Refer to Item 30-11-01 Wing Anti-Ice Valve*

Dispatch Message: A-ICE L(R) WING VLV LEAKAGE

Ident.: ME-DM-A-ICE-00021779.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left or right wing anti-ice valve has a minor leakage.	*Refer to Item 30-11-04 Wing Anti-Ice Valve Seal*

Dispatch Message: **A-ICE PITOT TAT AOA PROBE 1(2)(3) HEATG**

Ident.: ME-DM-A-ICE-00015782.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the MFP 1(2)(3) is failed.	*Refer to Item 30-31-02 MFP Heating Function*

Dispatch Message: **A-ICE PITOT TAT AOA PROBE 1+2(1+3)(2+3) HEATG**

Ident.: ME-DM-A-ICE-00016586.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of two MFPs are failed.	NO DISPATCH

Dispatch Message: **A-ICE RAIN REPELLENT LEVEL**

Ident.: ME-DM-A-ICE-00015136.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fluid level of the rain repellent is low.	*Refer to Item 30-45-02 Rain Repellent*

Dispatch Message: **A-ICE RAIN REPELLENT MONITORING**

Ident.: ME-DM-A-ICE-00015137.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the fluid level of the rain repellent is failed.	*Refer to Item 30-07-01 Rain Repellent Monitoring on the DOOR/OXYGEN SD page*

Dispatch Message: A-ICE SIDESLIP PROBE 1(2)(3) HEATG

Ident.: ME-DM-A-ICE-00015783.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the sideslip probe 1(2)(3) is failed.	*Refer to Item 30-31-03 Sideslip Probe Heating Function*

Dispatch Message: A-ICE STATIC PROBE 1(2)(3) HEATG

Ident.: ME-DM-A-ICE-00015784.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of one or both static probes associated with the ADR 1(2)(3) is failed.	*Refer to Item 30-31-04 Static Probe Heating Function*

Dispatch Message: A-ICE STBY PITOT PROBE HEATG

Ident.: ME-DM-A-ICE-00016589.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the standby pitot probe is failed.	*Refer to Item 30-31-05 Heating of the Standby Pitot Probe*

Dispatch Message: A-ICE STBY STATIC PROBE HEATG

Ident.: ME-DM-A-ICE-00016590.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the standby static probe is failed.	*Refer to Item 30-31-06 Heating of the Standby Static Probe*

Dispatch Message: **A-ICE WING SYS**

Ident.: ME-DM-A-ICE-00018528.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wing anti-ice system is failed.	*Refer to Item 30-11-02 Wing Anti-Ice System*

Dispatch Message: **A-ICE WING VLV REDUNDANCY**

Ident.: ME-DM-A-ICE-00024396.0002001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy is lost for the command of the left or right wing valve.	*Refer to Item 30-11-05 Wing Anti-Ice System Redundancy*

Dispatch Message: **AIR APU BLEED**

Ident.: ME-DM-AIR-00015829.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU bleed air supply is failed.	*Refer to Item 36-12-01 APU Bleed Air Supply*

Dispatch Message: **AIR APU BLEED LEAK**

Ident.: ME-DM-AIR-00015832.0001001 / 04 APR 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A leak is detected in the APU bleed duct.	*Refer to Item 36-22-03 Air APU Duct*

Dispatch Message: **AIR APU BLEED LEAK BREAKAGE**

Ident.: ME-DM-AIR-00019292.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU bleed duct is broken. The APU bleed air supply and the APU bleed leak detection capability are lost.	NO DISPATCH

Dispatch Message: **AIR APU BLEED LEAK DET**

Ident.: ME-DM-AIR-00015841.0001001 / 04 APR 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The leak detection in the APU bleed duct is failed.	*Refer to Item 36-22-02 Air APU Bleed Leak Detection*

Dispatch Message: AIR APU BLEED VLV OPEN

Ident.: ME-DM-AIR-00017485.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU bleed valve is failed in the open position or in any intermediate position.	*Refer to Item 36-12-02 APU Bleed Valve*

Dispatch Message: AIR ENG 1(2) BLEED

Ident.: ME-DM-AIR-00015818.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) bleed air system is failed.	*Refer to Item 36-11-01 Engine Bleed Air System*

Dispatch Message: AIR ENG 1(2) BLEED CTL DEGRADED

Ident.: ME-DM-AIR-00024978.0001001 / 03 JAN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of the engine 1(2) bleed air system is failed due to the failure of the associated BAS control application (hosted in the CPIOM H43 or H44).	*Refer to Item 36-11-09 Engine Bleed Control*

Dispatch Message: AIR ENG 1(2) BLEED FAN AIR VLV

Ident.: ME-DM-AIR-00015820.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) bleed fan air valve is failed in the open position.	*Refer to Item 36-11-03 Engine Bleed Fan Air Valve*

Dispatch Message: AIR ENG 1(2) BLEED LEAK

Ident.: ME-DM-AIR-00015833.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A leak is detected in an engine bleed duct.	NO DISPATCH

Dispatch Message: AIR ENG 1(2) BLEED LEAK BREAKAGE

Ident.: ME-DM-AIR-00019410.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) pylon bleed duct is broken. The engine 1(2) bleed air supply, and the engine 1(2) bleed leak detection capability are lost.	NO DISPATCH

Dispatch Message: AIR ENG 1(2) BLEED LEAK DET

Ident.: ME-DM-AIR-00015842.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The leak detection in the engine 1(2) bleed duct is failed.	NO DISPATCH

Dispatch Message: AIR ENG 1(2) BLEED MONITORING

Ident.: ME-DM-AIR-00019409.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the engine 1(2) bleed air system is failed due to the failure of the BAS BAM application (hosted in the associated BOMU).	*Refer to Item 36-11-10 Engine Bleed Monitoring*

Dispatch Message: AIR ENG 1(2) BLEED MONITORING + CTL

Ident.: ME-DM-AIR-00015828.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring and the control of the engine 1(2) bleed air system is failed due to the failure of both EBAS control channels on one side (one control channel is hosted in the CPIOM H43 or H44 and CRDC B05 or B02 and the other control channel is hosted in the associated BOMU).	*Refer to Item 36-11-11 Engine Bleed Monitoring and Control*

Dispatch Message: AIR ENG 1(2) BLEED OVERPRESS VLV CLOSED

Ident.: ME-DM-AIR-00015821.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) bleed overpressure valve is failed in the closed position. Maintenance action: The maintenance must deactivate the bleed overpressure valve on the affected engine in the open position. System consequence (after deactivation): On the DISPATCH page, the message AIR ENG 1(2) BLEED OVERPRESS VLV OPEN replaces AIR ENG 1(2) BLEED OVERPRESS VLV CLOSED	*Refer to Item 36-11-04 Engine Bleed Overpressure Valve*

Dispatch Message: AIR ENG 1(2) BLEED OVERPRESS VLV OPEN

Ident.: ME-DM-AIR-00017488.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) bleed overpressure valve: - Is failed in the open position or in any intermediate position, or - was deactivated in the open position further to the display of the AIR ENG 1(2) BLEED OVERPRESS VLV CLOSED message on the DISPATCH page.	*Refer to Item 36-11-04 Engine Bleed Overpressure Valve*

Dispatch Message: AIR ENG 1(2) BLEED PRESS MONITOR 1

Ident.: ME-DM-AIR-00015824.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) bleed pressure monitoring is failed due to pressure monitoring sensor failure (PM1).	*Refer to Item 36-11-07 Engine Bleed Pressure Monitoring*

Dispatch Message: AIR ENG 1(2) BLEED PRESS MONITOR 2

Ident.: ME-DM-AIR-00015825.0001001 / 06 NOV 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) bleed pressure monitoring is failed due to pressure monitoring sensor failure (PM2). The value of the precooler outlet pressure is degraded: displayed with last digit dashed on the BLEED SD page.	*Refer to Item 36-07-01 Precooler Outlet Pressure Monitoring on the BLEED SD page*

Dispatch Message: AIR ENG 1(2) BLEED TEMP REDUNDANCY

Ident.: ME-DM-AIR-00023703.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One engine 1(2) bleed temperature sensor is failed.	*Refer to Item 36-11-12 Engine Bleed Temperature Redundancy*

Dispatch Message: AIR ENG 1(2) BLEED VLV

Ident.: ME-DM-AIR-00015819.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) bleed valve is failed in the open position.	*Refer to Item 36-11-02 Engine Bleed Valve*

Dispatch Message: AIR ENG 1(2) HP BLEED VLV CLOSED

Ident.: ME-DM-AIR-00015822.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) HP bleed valve is failed in the closed position.	*Refer to Item 36-11-06A Engine HP Bleed Valve*
The engine 1(2) HP bleed valve was deactivated in the closed position further to the display of the ENG 1(2) HP BLEED VLV OPEN message on the DISPATCH page.	*Refer to Item 36-11-06B Engine HP Bleed Valve*

Dispatch Message: AIR ENG 1(2) HP BLEED VLV MONITORING

Ident.: ME-DM-AIR-00015826.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The position monitoring of the engine 1(2) HP bleed valve is failed.	*Refer to Item 36-11-08 Engine HP Bleed Valve Monitoring*

Dispatch Message: AIR ENG 1(2) HP BLEED VLV OPEN

Ident.: ME-DM-AIR-00015823.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) HP bleed valve is failed in the open position. Maintenance action: The maintenance must deactivate the HP bleed valve on the affected engine in the closed position. System consequence (after the deactivation): On the DISPATCH page, the message ENG 1(2) HP BLEED VLV CLOSED replaces ENG 1(2) HP BLEED VLV OPEN	*Refer to Item 36-11-06B Engine HP Bleed Valve*

Dispatch Message: AIR ENG 1+2 BLEED

Ident.: ME-DM-AIR-00023690.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1 and 2 bleed air systems are failed.	NO DISPATCH

Dispatch Message: AIR HOT AIR 1(2) LEAK

Ident.: ME-DM-AIR-00015834.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A leak is detected in one of the hot-air ducts of the air conditioning hot-air system.	NO DISPATCH

Dispatch Message: AIR HOT AIR 1(2) LEAK BREAKAGE

Ident.: ME-DM-AIR-00019299.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The hot-air 1(2) duct system is broken. The hot air system and the hot air leak detection capability in the affected area are lost.	NO DISPATCH

Dispatch Message: AIR HOT AIR 1(2) LEAK DET

Ident.: ME-DM-AIR-00015843.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The leak detection in one of the hot-air ducts is failed.	NO DISPATCH

Dispatch Message: AIR INLET VLV FLAP ON FUEL INERTING 1(2)

Ident.: ME-DM-AIR-00015475.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The flap of the fuel inerting 1(2) inlet valve is detected broken.	*Refer to Item 21-58-02 Fuel Inerting Inlet Valve Flap*

Dispatch Message: AIR INLET VLV ON FUEL INERTING 1(2)

Ident.: ME-DM-AIR-00015474.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fuel inerting 1(2) inlet valve is failed in the open position.	*Refer to Item 21-58-01 Fuel Inerting Inlet Valve*

Dispatch Message: AIR LEAK BREAKAGE ON FUEL INERTING

Ident.: ME-DM-AIR-00019338.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CSAS duct of the fuel inerting system is broken. The fuel inerting system and the air leak detection capability in the fuel inerting system are lost.	NO DISPATCH

Dispatch Message: AIR LEAK DET

Ident.: ME-DM-AIR-00015840.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The air bleed leak detection is failed in all the zones due to the failure of both OHDC applications or the loss of all Controlled Area Network (CAN).	NO DISPATCH

Dispatch Message: AIR LEAK DET ON FUEL INERTING

Ident.: ME-DM-AIR-00015846.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The leak detection in the CSAS is failed.	NO DISPATCH

Dispatch Message: AIR LEAK DET REDUNDANCY

Ident.: ME-DM-AIR-00015839.0001001 / 11 MAR 22
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ISB A350-36-P032 has already been applied. **(Applicable to POST ISB A350-36-P032)**	*Refer to Item 36-22-01B Air Leak Detection Redundancy – ISB A350-36-P032 applied*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The ISB A350-36-P032 is applicable and has not already been applied. The maintenance confirms that the failure of air leak detection redundancy affects one or both wing anti-ice zones. **(Applicable to PRE ISB A350-36-P032)**	*Refer to Item 36-22-01C Air Leak Detection Redundancy - One or both wing anti-ice zones affected*
The ISB A350-36-P032 is applicable and has not already been applied. The maintenance confirms that the failure of air leak detection redundancy does not affect a wing anti-ice zone. **(Applicable to PRE ISB A350-36-P032)**	*Refer to Item 36-22-01D Air Leak Detection Redundancy - No wing anti-ice zone affected*

Dispatch Message: **AIR LEAK DET REDUNDANCY**

2 Ident.: ME-DM-AIR-00015839.9000142 / 12 JAN 24
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ISB A350-36-P032 has already been applied. **(Applicable to POST ISB A350-36-P032)**	*Refer to Item 36-22-01B Air Leak Detection Redundancy – ISB A350-36-P032 applied*

Dispatch Message: **AIR LEAK ON FUEL INERTING**

Ident.: ME-DM-AIR-00015837.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A leak is detected in the CSAS of the fuel inerting system.	NO DISPATCH

Dispatch Message: AIR L(R) WING A-ICE LEAK BREAKAGE

Ident.: ME-DM-AIR-00019302.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left and/or right wing anti-ice bleed duct is broken. The left and/or right wing anti-ice and the wing anti-ice leak detection capability are lost.	NO DISPATCH

Dispatch Message: AIR L(R) WING A-ICE LEAK

Ident.: ME-DM-AIR-00015835.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A leak is detected in the left or right wing anti-ice bleed duct.	NO DISPATCH

Dispatch Message: AIR L(R) WING A-ICE LEAK DET

Ident.: ME-DM-AIR-00015844.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The leak detection in the left or right wing anti-ice bleed duct is failed.	NO DISPATCH

Dispatch Message: AIR L(R) WING LEAK

Ident.: ME-DM-AIR-00015836.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A leak is detected in the left or right wing bleed duct.	NO DISPATCH

Dispatch Message: AIR L(R) WING LEAK BREAKAGE

Ident.: ME-DM-AIR-00019329.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left or right wing bleed duct or the left or right XBleed duct is broken. The left or right engine bleed air supply, the left or right wing anti-ice and the wing leak detection capability are lost.	NO DISPATCH

Dispatch Message: AIR L(R) WING LEAK DET

Ident.: ME-DM-AIR-00015845.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The leak detection in the left or right wing bleed duct is failed.	NO DISPATCH

Dispatch Message: AIR OVHT ON FUEL INERTING 1(2)

Ident.: ME-DM-AIR-00015481.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An overheat has been detected in the fuel inerting 1(2).	*Refer to Item 21-09-01 AIR OVHT ON FUEL INERTING 1(2) Message*

Dispatch Message: AIR PACK BAY 1(2) VENT

Ident.: ME-DM-AIR-00015460.0001001 / 06 FEB 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ventilation in the pack 1(2) bay is not available on ground.	*Refer to 21–25–01A Pack Bay Ventilation*

Dispatch Message: AIR PACK BAY 1+2 VENT

Ident.: ME-DM-AIR-00020602.0001001 / 06 FEB 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ventilation of the both packs is not available on ground.	*Refer to 21–25–01B Pack Bay Ventilation*

Dispatch Message: AIR PACK CTL REDUNDANCY

Ident.: ME-DM-AIR-00000737.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The air conditioning pack control redundancy is failed due to the failure of one ACS application (within CPIOM H41 or H42).	*Refer to Item 21-50-12 Pack Control Redundancy*

Dispatch Message: AIR PACK 1(2)

Ident.: ME-DM-AIR-00015369.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One air conditioning pack is failed.	*Refer to Item 21-50-01 Air Conditioning Pack*

Dispatch Message: AIR PACK 1+2

Ident.: ME-DM-AIR-00015371.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both air conditioning packs are failed.	NO DISPATCH

Dispatch Message: **AIR PACK 1(2) COM REDUNDANCY**

Ident.: ME-DM-AIR-00015396.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The communication redundancy of the air conditioning pack 1(2) is failed due to the loss of communication between one ASCU and its associated CRDC.	*Refer to Item 21-50-11 Pack Communication Redundancy*

Dispatch Message: **AIR PACK 1(2) CTL 1(2)**

Ident.: ME-DM-AIR-00015394.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control channel 1(2) of the air conditioning pack 1(2) is failed.	*Refer to Item 21-50-10 Pack Control Channel*

Dispatch Message: **AIR PACK 1(2) FLOW SENSOR 1(2)**

Ident.: ME-DM-AIR-00015373.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The flow sensor 1(2) of the air conditioning pack 1(2) is failed.	*Refer to Item 21-50-04 Pack Flow Sensor*

Dispatch Message: **AIR PACK 1(2) LEAK**

Ident.: ME-DM-AIR-00015838.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A leak is detected in a pack bay area or in the associated CSAS bleed ducts.	NO DISPATCH

Dispatch Message: AIR PACK 1(2) LEAK BREAKAGE

Ident.: ME-DM-AIR-00019341.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pack 1(2) duct or the associated CSAS bleed duct is broken. The air generation 1(2) system, the associated fuel inerting system and the air leak detection capability in the affected area are lost.	NO DISPATCH

Dispatch Message: AIR PACK 1(2) LEAK DET

Ident.: ME-DM-AIR-00015847.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The leak detection in one pack bay area or in the associated CSAS bleed ducts is failed.	NO DISPATCH

Dispatch Message: AIR PACK 1(2) OVHT

Ident.: ME-DM-AIR-00014127.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An overheat has been detected on the air conditioning pack 1(2). The air conditioning pack 1(2) must be considered inoperative.	*Refer to Item 21-50-01 Air Conditioning Pack*

Dispatch Message: AIR PACK 1(2) RAM AIR DOOR INLET

Ident.: ME-DM-AIR-00015378.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ram air inlet door of the air conditioning pack 1(2) is failed in the closed position. The air conditioning pack 1(2) is not available.	*Refer to Item 21–50–07C Pack Ram Air Inlet Door*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The ram air inlet door of the air conditioning pack 1(2) is failed in the closed position. Maintenance action: To recover the air conditioning pack 1(2), the maintenance must deactivate the affected ram air inlet flap in the open position. System consequence (after deactivation): The air conditioning pack 1(2) is available.	*Refer to Item 21–50–07B Pack Ram Air Inlet Door*

Dispatch Message: **AIR PACK 1(2) RAM AIR DOOR INLET OPEN**

Ident.: ME-DM-AIR-00015381.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ram air inlet door of the air conditioning pack 1(2) is failed in the open position.	*Refer to Item 21-50-07A Pack Ram Air Inlet Door*

Dispatch Message: **AIR PACK 1(2) RAM AIR DOOR OUTLET**

Ident.: ME-DM-AIR-00015382.0002001 / 03 OCT 18
3 **Applicable to: B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ram air outlet door of the air conditioning pack 1(2) is failed in the closed position. The air conditioning pack 1(2) is not available.	*Refer to Item 21–50–08C Pack Ram Air Outlet Door*
The ram air outlet door of the air conditioning pack 1(2) is failed in the closed position. Maintenance action: To recover the air conditioning pack 1(2), the maintenance must deactivate the affected ram air outlet flap in the open position. System consequence (after deactivation): The air conditioning pack 1(2) is available.	*Refer to Item 21–50–08B Pack Ram Air Outlet Door*

Dispatch Message: AIR PACK 1(2) RAM AIR DOOR OUTLET OPEN

Ident.: ME-DM-AIR-00015383.0002001 / 08 NOV 18
4 **Applicable to: B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ram air outlet door of the air conditioning pack 1(2) is failed in the open position.	*Refer to Item 21-50-08 Pack Ram Air Outlet Door*

Dispatch Message: AIR PACK 1 RAM AIR DOOR OUTLET

Ident.: ME-DM-AIR-00025203.0003001 / 15 JUL 19
5 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18919**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ram air outlet door of the air conditioning pack 1 is failed in the closed position. The air conditioning pack 1 is not available.	*Refer to Item 21–50–08C Pack 1 Ram Air Outlet Door*
The ram air outlet door of the air conditioning pack 1 is failed in the closed position. Maintenance action: To recover the air conditioning pack 1, the maintenance must deactivate the ram air outlet flap in the open position. System consequence (after deactivation): The air conditioning pack 1 is available.	*Refer to Item 21–50–08B Pack 1 Ram Air Outlet Door*

Dispatch Message: AIR PACK 2 RAM AIR DOOR OUTLET

Ident.: ME-DM-AIR-00025204.0001001 / 10 JUL 19

6 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18919**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ram air outlet door of the air conditioning pack 2 is failed in the closed position. Maintenance action: The maintenance must deactivate the ram air outlet flap in the flush position. System consequence (after deactivation): The air conditioning pack 2 is available.	*Refer to Item 21-50-09 Pack 2 Ram Air Outlet Door*

Dispatch Message: AIR PACK 1 RAM AIR DOOR OUTLET OPEN

Ident.: ME-DM-AIR-00025201.0001001 / 10 JUL 19

7 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18919**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ram air outlet door of the air conditioning pack 1 is failed in the open position.	*Refer to Item 21-50-08 Pack 1 Ram Air Outlet Door*

Dispatch Message: AIR PACK 2 RAM AIR DOOR OUTLET OPEN

Ident.: ME-DM-AIR-00025202.0001001 / 10 JUL 19

8 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18919**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ram air outlet door of the air conditioning pack 2 is failed in the open position. Maintenance action: The maintenance must deactivate the ram air outlet flap in the flush position. System consequence (after deactivation): The air conditioning pack 2 is available.	*Refer to Item 21-50-09 Pack 2 Ram Air Outlet Door*

Dispatch Message: AIR PACK 1(2) REGUL DEGRADED

Ident.: ME-DM-AIR-00015368.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The regulation function of the air conditioning pack 1(2) is degraded.	*Refer to Item 21-09-02 AIR PACK 1(2) REGUL DEGRADED Message*

Dispatch Message: AIR PACK 1(2) REGUL REDUNDANCY

Ident.: ME-DM-AIR-00015364.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The redundancy of the regulation function of the air conditioning pack 1(2) is failed.	*Refer to Item 21-50-13 Pack Regulation Redundancy*

Dispatch Message: AIR PACK 1(2) TEMP CTL VLV

Ident.: ME-DM-AIR-00015379.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature control valve of the air conditioning pack 1(2) is failed.	*Refer to Item 21-50-06 Pack Temperature Control Valve*

Dispatch Message: AIR PACK 1(2) TEMP MONITORING

Ident.: ME-DM-AIR-00015388.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature monitoring of the air conditioning pack 1(2) is failed.	*Refer to Item 21-07-01-01 Pack Temperature Monitoring on the BLEED SD page*

Dispatch Message: AIR PACK 1(2) TEMP REGUL

Ident.: ME-DM-AIR-00015375.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature regulation of the air conditioning pack 1(2) is failed.	*Refer to Item 21-50-05 Pack Temperature Regulation*

Dispatch Message: AIR PACK 1(2) VLV 1(2) POS MONITORING

Ident.: ME-DM-AIR-00015393.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pack valve position monitoring of the air conditioning pack 1(2) is failed.	*Refer to Item 21-07-01-02 Pack Valve Position Monitoring on the BLEED SD page*

Dispatch Message: AIR PACK 1 VLV 1(2) CLOSED

Ident.: ME-DM-AIR-00014126.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pack valve 1(2) of air conditioning pack 1 is failed in the closed position	*Refer to Item 21-50-02A Pack 1 Valve*

Dispatch Message: AIR PACK 1 VLV 1(2) OPEN

Ident.: ME-DM-AIR-00014125.0001001 / 07 OCT 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One pack valve of air conditioning pack 1 is failed in the open position. Maintenance action: The maintenance must deactivate the affected pack valve in the closed position. System consequence (after the deactivation): On the DISPATCH page, the message AIR PACK 1 VLV 1(2) CLOSED replaces AIR PACK 1 VLV 1(2) OPEN *Note:* *If the associated pack valve monitoring is inoperative, as indicated via the AIR PACK 1 VLV 1(2) POS MONITORING dispatch message, the AIR PACK 1 VLV 1(2) CLOSED dispatch message does not replace the AIR PACK 1 VLV 1(2) OPEN dispatch message.*	*Refer to Item 21–50–02B Pack 1 Valve*

Dispatch Message: AIR PACK 2 VLV 1(2) CLOSED

Ident.: ME-DM-AIR-00019666.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pack valve 1(2) of air conditioning pack 2 is failed in the closed position	*Refer to Item 21-50-03A Pack 2 Valve*

Dispatch Message: AIR PACK 2 VLV 1(2) OPEN

Ident.: ME-DM-AIR-00019667.0001001 / 07 OCT 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One pack valve of air conditioning pack 2 is failed in the open position. Maintenance action: The maintenance must deactivate the affected pack valve in the closed position. System consequence (after the deactivation): On the DISPATCH page, the message AIR PACK 2 VLV 1(2) CLOSED replaces AIR PACK 2 VLV 1(2) OPEN *Note:* *If the associated pack valve monitoring is inoperative, as indicated via the AIR PACK 2 VLV 1(2) POS MONITORING dispatch message, the AIR PACK 2 VLV 1(2) CLOSED dispatch message does not replace the AIR PACK 2 VLV 1(2) OPEN dispatch message.*	*Refer to Item 21–50–03B Pack 2 Valve*

Dispatch Message: AIR PRESS LO ON FUEL INERTING 1(2)

Ident.: ME-DM-AIR-00023547.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An low pressure has been detected in the fuel inerting 1(2).	*Refer to Item 21-09-03 AIR PRESS LO ON FUEL INERTING 1(2) Message*

Dispatch Message: AIR RAM DOOR OUTLET ON FUEL INERTING 1(2)

Ident.: ME-DM-AIR-00015484.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ram air outlet door of the fuel inerting 1(2) is failed.	*Refer to Item 21-58-03 Fuel Inerting Ram Air Outlet Flap*

Dispatch Message: AIR REDUNDANCY LOSS ON FUEL INERTING

Ident.: ME-DM-AIR-00015472.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both fuel inerting systems have minor failures that do not affect the correct operation.	*Refer to Item 21-58-06 Fuel Inerting Redundancy*

Dispatch Message: AIR TEMP CTL VLV ON FUEL INERTING 1(2)

Ident.: ME-DM-AIR-00015485.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature control valve of the fuel inerting 1(2) is failed in the open position.	*Refer to Item 21-58-04 Fuel Inerting Temperature Control Valve*

Dispatch Message: AIR TURB VLV ON FUEL INERTING 1(2)

Ident.: ME-DM-AIR-00015487.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The turbine valve of the fuel inerting 1(2) is failed in the open position.	*Refer to Item 21-58-05 Fuel Inerting Turbine Valve*

Dispatch Message: **AIR XBLEED**

Ident.: ME-DM-AIR-00015830.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The XBleed valve is failed.	NO DISPATCH

Dispatch Message: **AIR XBLEED AUTO CTL**

Ident.: ME-DM-AIR-00015831.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic control of the XBleed valve is failed.	*Refer to Item 36-12-03 Automatic Control of the XBleed Valve*

Dispatch Message: **AIR XBLEED MAN CTL**

Ident.: ME-DM-AIR-00015849.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The manual control of the XBleed valve is failed.	*Refer to Item 36-12-04 Manual Control of the XBleed Valve*

Dispatch Message: APU

Ident.: ME-DM-APU-00017131.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU is not able to operate, or to start.	*Refer to Item 49-10-01 APU Power Plant*

Dispatch Message: APU DUAL POWER SUPPLY

Ident.: ME-DM-APU-00017132.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU is electrically connected to both the normal and backup electric power supply at the same time.	*Refer to Item 49-09-01 APU DUAL POWER SUPPLY Message*

Dispatch Message: APU FIRE BOTTLE

Ident.: ME-DM-APU-00015122.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU fire extinguishing bottle is detected in low pressure condition.	*Refer to Item 26-20-02 APU Fire Extinguishing Bottle Monitoring*

Dispatch Message: APU FIRE BOTTLE SQUIBREDUNDANCY

Ident.: ME-DM-APU-00024423.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One squib of the APU fire extinguishing bottle is failed.	*Refer to Item 26-20-03 Squib of the APU Fire Extinguishing Bottle*

Dispatch Message: APU FIRE BOTTLE SQUIBS

Ident.: ME-DM-APU-00024424.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both squibs of the APU fire extinguishing bottle are failed.	*Refer to Item 26-20-03 Squib of the APU Fire Extinguishing Bottle*

Dispatch Message: APU FIRE DET

Ident.: ME-DM-APU-00015107.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU fire detection is failed.	*Refer to Item 26-10-03 APU Fire Detection*

Dispatch Message: APU FLAP CLOSED

Ident.: ME-DM-APU-00017133.0002001 / 08 APR 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU air-intake flap is failed in the closed position. The APU is not available. On the DISPATCH page, the message APU FLAP OPEN is not displayed when the APU MASTER SW pb-sw is set to ON, then OFF.	*Refer to Item 49-16-01B APU Air-Intake Flap*
The APU air intake flap is failed in the closed position The APU is not available. On the DISPATCH page, the message APU FLAP OPEN is displayed when the APU MASTER SW pb-sw is set to ON then OFF.	*Refer to Item 49-16-01E APU Air-Intake Flap*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU air intake flap is failed in the closed position The APU is not available. On the DISPATCH page, the message APU FLAP OPEN is displayed when the APU MASTER SW pb-sw is set to ON then OFF. Maintenance action: To avoid the fuel penalty, the maintenance must deactivate the APU air-intake flap in the closed position. System consequence (after deactivation): The APU is not available. On the DISPATCH page, the message APU FLAP OPEN disappears.	*Refer to Item 49-16-01C APU Air-Intake Flap*
The APU air-intake flap is failed in the closed position. Maintenance action: To recover the use of the APU, the maintenance must deactivate the APU air-intake flap in the open position. System consequence (after the deactivation): The APU is available. On the DISPATCH page, the message APU FLAP OPEN replaces APU FLAP CLOSED.	*Refer to Item 49-16-01A APU Air-Intake Flap*

Dispatch Message: **APU FLAP OPEN**

Ident.: ME-DM-APU-00017134.0002001 / 08 APR 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU air-intake flap is failed in the open position. Maintenance action: The maintenance must deactivate the APU air-intake flap in the open position.	*Refer to Item 49-16-01A APU Air-Intake Flap*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU air-intake flap is failed in the open position. Maintenance action: To avoid the fuel penalty, the maintenance must deactivate the APU air-intake flap in the closed position. System consequence (after the deactivation): The APU is not available. On the DISPATCH page, the message APU FLAP CLOSED replaces APU FLAP OPEN	*Refer to Item 49-16-01C APU Air-Intake Flap*
The APU air-intake flap is failed in the open position, at an angle at or above 17 °. Maintenance action: The maintenance check confirms that the APU FLAP angle is at or above 17 °, and the APU FLAP is disabled in the open position.	*Refer to Item 49-16-01D APU Air Intake Flap*
The APU air-intake flap is failed in the open position, at an angle below 17 °. Maintenance action: The maintenance check confirms that the APU FLAP angle is below 17 °.	*Refer to Item 49-16-01E APU Air Intake Flap*

Dispatch Message: APU GEN INDICATION

Ident.: ME-DM-APU-00017136.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of one or more of the APU generator indications (load, voltage, frequency) is failed.	*Refer to Item 24-07-01 APU GEN Indications on the ELEC AC SD page* and *Refer to Item 49-07-01 APU GEN Indications on the APU SD Page*

Dispatch Message: **APU OIL FILTER**

Ident.: ME-DM-APU-00017137.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both oil filters of the APU oil system are clogged.	*Refer to Item 49-09-02 APU OIL FILTER Message*

Dispatch Message: **APU OIL LVL SENSOR**

Ident.: ME-DM-APU-00017138.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The oil level sensor of the APU oil tank is failed.	*Refer to Item 49-90-01 APU Oil Level Sensor*

Dispatch Message: **APU SINGLE FIRE LOOP**

Ident.: ME-DM-APU-00015106.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One fire detection loop on the APU is failed.	*Refer to Item 26-10-02A APU Fire Detection Loop*

Dispatch Message: **APU STARTER POWER UNIT**

Ident.: ME-DM-APU-00017139.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Starter Power Unit (SPU) of the APU is failed.	*Refer to Item 49-40-01 APU Starter Power Unit*

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Dispatch Message: APU/MLG BAY FIRE CM CHANNEL A(B)

Ident.: ME-DM-APU_MLG-00015111.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The channel A(B) of the APU/MLG Bay Conversion Module is failed.	*Refer to Item 26-10-06 APU/MLG Bay Conversion Module Channel*

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Dispatch Message: AUTO FLT AFS CTL PNL

Ident.: ME-DM-AUTO_FLT-00018045.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more function of the AFS Control Panel is inoperative.	*Refer to Item 22-80-01 AFS Control Panel*

Dispatch Message: AUTO FLT AFS CTL PNL+CAPT BKUP CTL

Ident.: ME-DM-AUTO_FLT-00018047.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AFS control panel of the FCU is inoperative, and the MFD FCU BKUP is inoperative on CAPT side.	*Refer to Item 22-80-02 AFS Control Panel and the MFD FCU BKUP of the CAPT*

Dispatch Message: AUTO FLT AFS CTL PNL+F/O BKUP CTL

Ident.: ME-DM-AUTO_FLT-00018048.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AFS control panel of the FCU is inoperative, and the MFD FCU BKUP is inoperative on F/O side.	*Refer to Item 22-80-03 AFS Control Panel and the MFD FCU BKUP of the F/O*

Dispatch Message: AUTO FLT ALL FMCs

Ident.: ME-DM-AUTO_FLT-00015380.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The three FMCs are failed leading to the loss of both FMS.	NO DISPATCH

Dispatch Message: **AUTO FLT AP**

Ident.: ME-DM-AUTO_FLT-00022710.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Autopilot function is failed. Both APs are inoperative.	*Refer to Item 22-10-01 AP*

Dispatch Message: **AUTO FLT AP/FD**

Ident.: ME-DM-AUTO_FLT-00022712.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AP/FD function is inoperative.	NO DISPATCH

Dispatch Message: **AUTO FLT A/THR**

Ident.: ME-DM-AUTO_FLT-00018044.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The A/THR function is inoperative.	*Refer to Item 22-30-01 Autothrust*

Dispatch Message: **AUTO FLT AUTO EMER DES**

Ident.: ME-DM-AUTO_FLT-00024009.0001001 / 21 NOV 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AUTO EMER DES function is inoperative.	*Refer to Item 22-10-14 AUTO EMER DES Function*

Dispatch Message: AUTO FLT AUTOLAND

Ident.: ME-DM-AUTO_FLT-00019693.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The autoland approach and landing capability is failed.	*Refer to Item 22-10-07 AUTOLAND Approach and Landing Capability*

Dispatch Message: AUTO FLT FMC A+B(A+C)(B+C)

Ident.: ME-DM-AUTO_FLT-00012291.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two FMCs are failed leading to the loss of one FMS.	NO DISPATCH

Dispatch Message: AUTO FLT FMC A+B(A+C)(B+C)

2 Ident.: ME-DM-AUTO_FLT-00012291.0002001 / 09 DEC 13
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two FMCs are failed leading to the loss of one FMS.	*Refer to Item 22-70-01B Flight Management Computer*

Dispatch Message: AUTO FLT FMC-A(B)(C)

Ident.: ME-DM-AUTO_FLT-00015377.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One FMC is failed. Both FMS are still available.	*Refer to Item 22-70-01A Flight Management Computer*

Dispatch Message: **AUTO FLT GLS AUTOLAND**

Ident.: ME-DM-AUTO_FLT-00022724.0005001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The GLS autoland approach and landing capability is failed.	*Refer to Item 22-10-13 GLS AUTOLAND Approach and Landing Capability*

Dispatch Message: **AUTO FLT LAND 3 DUAL**

Ident.: ME-DM-AUTO_FLT-00019691.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The LAND3 DUAL approach and landing capability is failed.	*Refer to Item 22-10-05 LAND 3 DUAL Approach and Landing Capability*

Dispatch Message: **AUTO FLT LAND 3 SINGLE**

Ident.: ME-DM-AUTO_FLT-00019692.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The LAND 3 SINGLE approach and landing capability is failed.	*Refer to Item 22-10-06 LAND 3 SINGLE Approach and Landing Capability*

Dispatch Message: **AUTO FLT ROLLOUT**

Ident.: ME-DM-AUTO_FLT-00018043.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The rollout function is not operative for autoland.	*Refer to Item 22-10-08 Automatic Roll Out Function*

Dispatch Message: **AUTO FLT TCAS MODE**

Ident.: ME-DM-AUTO_FLT-00019688.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AP/FD TCAS MODE is failed.	*Refer to Item 22-10-10 AP/FD TCAS Mode*

Dispatch Message: **AUTO FLT WBBC REDUNDANCY**

Ident.: ME-DM-AUTO_FLT-00018050.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One WBBC function is failed.	*Refer to Item 22-60-01 Weight and Balance Backup Redundancy*

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Dispatch Message: AVIONICS NETWORK MULTIPLE SW/CABLE

Ident.: ME-DM-AVIONICS_N-00014961.0001001 / 13 APR 16

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The aircraft status is as follows: - Two or more switches (except SW 2 and SW 6 on network A) are failed, or - Two or more cables are failed, or - At least one switch and one cable are failed.	NO DISPATCH

Dispatch Message: AVIONICS NETWORK MULTIPLE SW/CABLE

2 Ident.: ME-DM-AVIONICS_N-00014961.0002001 / 20 MAR 19

Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The aircraft status is as follows: - Two or more switches (except SW 1 and SW 2 on network A) are failed, or - Two or more cables are failed, or - At least one switch and one cable are failed.	NO DISPATCH

Dispatch Message: AVIONICS NETWORK SINGLE CABLE

Ident.: ME-DM-AVIONICS_N-00014963.0001001 / 03 JAN 19

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The aircraft status is as follows: - One cable linked with CPIOM H31, J11 or J71 or SFCC 1 slat channel or SFCC 2 flap channel on network B is failed, or - One cable between 2 switches on network B is failed.	NO DISPATCH

Dispatch Message: AVIONICS NETWORK SINGLE SW

Ident.: ME-DM-AVIONICS_N-00014962.0001001 / 03 JAN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One switch on network B is failed.	NO DISPATCH

Dispatch Message: AVIONICS NETWORK SW OR CABLE

Ident.: ME-DM-AVIONICS_N-00014960.0003001 / 10 JUL 19
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The aircraft status is as follows: - One switch or one cable on network A is failed, or - Two specific switches (SW 2 and SW 6) on network A are failed, or - One cable on network B is failed (except cables between 2 switches or linked with CPIOM H31, or J11, or J71 or SFCC 1 slat channel or SFCC 2 flap channel).	*Refer to Item 42-09-01 AVIONICS NETWORK SW OR CABLE Message*

Dispatch Message: AVIONICS NETWORK SW OR CABLE

4 Ident.: ME-DM-AVIONICS_N-00014960.0004001 / 10 JUL 19
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The aircraft status is as follows: - One switch or one cable on network A is failed, or - Two specific switches (SW 1 and SW 2) on network A are failed, or - One cable on network B is failed (except cables between 2 switches or linked with CPIOM H31, or J11, or J71 or SFCC 1 slat channel or SFCC 2 flap channel).	*Refer to Item 42-09-01 AVIONICS NETWORK SW OR CABLE Message*

Dispatch Message: **BRAKES A-SKID**

Ident.: ME-DM-BRAKES-00015676.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The anti-skid system is inoperative.	NO DISPATCH

Dispatch Message: **BRAKES AFT(FWD) WHEELS BRK**

Ident.: ME-DM-BRAKES-00015688.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Loss of braking on the front or rear wheel group in normal, alternate and emergency braking mode.	NO DISPATCH

Dispatch Message: **BRAKES ALTN BRK**

Ident.: ME-DM-BRAKES-00015670.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A part or the whole alternate braking is lost.	NO DISPATCH

Dispatch Message: **BRAKES ALTN+EMER BRK**

Ident.: ME-DM-BRAKES-00015677.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The alternate braking and the emergency braking are inoperative.	NO DISPATCH

Dispatch Message: BRAKES ALTN BRK 01 RELEASED

Ident.: ME-DM-BRAKES-00015672.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 01 is in the released configuration in alternate braking mode.	*Refer to Item 32-43-01 Alternate Wheel Brake 01*

Dispatch Message: BRAKES ALTN BRK 02 RELEASED

Ident.: ME-DM-BRAKES-00018530.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 02 is in the released configuration in alternate braking mode.	*Refer to Item 32-43-02 Alternate Wheel Brake 02*

Dispatch Message: BRAKES ALTN BRK 03 RELEASED

Ident.: ME-DM-BRAKES-00018531.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 03 is in the released configuration in alternate braking mode.	*Refer to Item 32-43-03 Alternate Wheel Brake 03*

Dispatch Message: BRAKES ALTN BRK 04 RELEASED

Ident.: ME-DM-BRAKES-00018532.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 04 is in the released configuration in alternate braking mode.	*Refer to Item 32-43-04 Alternate Wheel Brake 04*

Dispatch Message: BRAKES ALTN BRK 05 RELEASED

Ident.: ME-DM-BRAKES-00016790.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 05 is in the released configuration in alternate braking mode.	*Refer to Item 32-43-05 Alternate Wheel Brake 05*

Dispatch Message: BRAKES ALTN BRK 06 RELEASED

Ident.: ME-DM-BRAKES-00018533.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 06 is in the released configuration in alternate braking mode.	*Refer to Item 32-43-06 Alternate Wheel Brake 06*

Dispatch Message: BRAKES ALTN BRK 07 RELEASED

Ident.: ME-DM-BRAKES-00018534.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 07 is in the released configuration in alternate braking mode.	*Refer to Item 32-43-07 Alternate Wheel Brake 07*

Dispatch Message: BRAKES ALTN BRK 08 RELEASED

Ident.: ME-DM-BRAKES-00018535.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 08 is in the released configuration in alternate braking mode.	*Refer to Item 32-43-08 Alternate Wheel Brake 08*

Dispatch Message: **BRAKES ALTN BRK SEL VLV REDUNDANCY**

Ident.: ME-DM-BRAKES-00015671.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The redundancy coil of the green(yellow) alternate brake selector valve is failed.	*Refer to Item 32-43-17 Alternate Brake Selector Valve Redundancy*

Dispatch Message: **BRAKES ALTN SERVO VLV REDUNDANCY**

Ident.: ME-DM-BRAKES-00015675.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The redundancy coil of an alternate servo valve is failed.	*Refer to Item 32-43-16 Alternate Brake Servo Valve Redundancy*

Dispatch Message: **BRAKES AUTO BRK**

Ident.: ME-DM-BRAKES-00024283.0001001 / 01 JUN 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The auto brake function is lost due to a loss of inputs to the Brake Control System 1 and 2.	*Refer to Item 32-42-27 Auto Brake*

Dispatch Message: **BRAKES BRK FAN**

Ident.: ME-DM-BRAKES-00015724.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The brake fan is inoperative on one or more wheels.	*Refer to Item 32-48-01 Brake Fan*

Dispatch Message: BRAKES BRK PEDAL TRANSMITTER SWITCH

Ident.: ME-DM-BRAKES-00015678.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more brake pedal transmitter switch is failed in the closed position.	NO DISPATCH

Dispatch Message: BRAKES BRK 01(02)(03)(04)(05)(06)(07)(08) PRESS TRANSDUCER

Ident.: ME-DM-BRAKES-00015679.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure transducer on brake 01(02)(03)(04)(05)(06)(07)(08) is failed.	*Refer to Item 32-42-18 Wheel Brake Pressure Transducer*

Dispatch Message: BRAKES BRK 01 RELEASED

Ident.: ME-DM-BRAKES-00015681.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 01 is in released configuration in normal braking mode.	*Refer to Item 32-42-01 Normal Wheel Brake 01*

Dispatch Message: BRAKES BRK 02 RELEASED

Ident.: ME-DM-BRAKES-00018536.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 02 is in released configuration in normal braking mode.	*Refer to Item 32-42-02 Normal Wheel Brake 02*

Dispatch Message: **BRAKES BRK 03 RELEASED**

Ident.: ME-DM-BRAKES-00018537.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 03 is in released configuration in normal braking mode.	*Refer to Item 32-42-03 Normal Wheel brake 03*

Dispatch Message: **BRAKES BRK 04 RELEASED**

Ident.: ME-DM-BRAKES-00018538.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 04 is in released configuration in normal braking mode.	*Refer to Item 32-42-04 Normal Wheel Brake 04*

Dispatch Message: **BRAKES BRK 05 RELEASED**

Ident.: ME-DM-BRAKES-00016793.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 05 is in released configuration in normal braking mode.	*Refer to Item 32-42-05 Normal Wheel Brake 05*

Dispatch Message: **BRAKES BRK 06 RELEASED**

Ident.: ME-DM-BRAKES-00018539.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 06 is in released configuration in normal braking mode.	*Refer to Item 32-42-06 Normal Wheel Brake 06*

Dispatch Message: BRAKES BRK 07 RELEASED

Ident.: ME-DM-BRAKES-00018540.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 07 is in released configuration in normal braking mode.	*Refer to Item 32-42-07 Normal Wheel Brake 07*

Dispatch Message: BRAKES BRK 08 RELEASED

Ident.: ME-DM-BRAKES-00018541.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The wheel brake 08 is in released configuration in normal braking mode.	*Refer to Item 32-42-08 Normal Wheel Brake 08*

Dispatch Message: BRAKES BTV

Ident.: ME-DM-BRAKES-00019699.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The BTV function is lost.	*Refer to Item 32-42-25 BTV*

Dispatch Message: BRAKES CAPT(F/O) BRK PEDAL TRANSMITTER UNIT

Ident.: ME-DM-BRAKES-00015682.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
CAPT(F/O) BPTU switch signals are failed in the open position or the potentiometer signals are failed.	*Refer to Item 32-09-01 BRAKES CAPT(F/O) BRK PEDAL TRANSMITTER UNIT Message*

Dispatch Message: BRAKES CTL 1(2)

Ident.: ME-DM-BRAKES-00015683.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Brake Control System (BCS) 1 or 2 is inoperative.	*Refer to Item 32-42-21 Brakes Control System*

Dispatch Message: BRAKES CTL 1+2

Ident.: ME-DM-BRAKES-00015685.0002001 / 01 JUN 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Brake Control Systems 1 and 2 are inoperative. The message is associated with the loss of the capability to refill the accumulators indicated via the BRAKES G ACCU REINFLATE, and BRAKES Y ACCU REINFLATE messages on the DISPATCH page.	NO DISPATCH

Dispatch Message: BRAKES EMER CTL

Ident.: ME-DM-BRAKES-00015686.0001001 / 03 JUL 14
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The emergency braking control is lost on one or more wheels group.	NO DISPATCH

Dispatch Message: BRAKES GREEN L(GREEN R) NORM BRK PR TRANSDUCER

Ident.: ME-DM-BRAKES-00015723.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure transducer of the green left(green right) normal brake selector valve is failed.	*Refer to Item 32-42-19 Green Normal Brake Selector Valve Pressure Transducer*

Dispatch Message: BRAKES G(Y) ACCU PRESS TRANSDUCER

Ident.: ME-DM-BRAKES-00015665.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green(yellow) accumulator pressure transducer is failed.	NO DISPATCH

Dispatch Message: BRAKES G(Y) ACCU REINFLATE

Ident.: ME-DM-BRAKES-00015667.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic or manual reinflate capability of the green(yellow) accumulator is lost.	NO DISPATCH

Dispatch Message: BRAKES G(Y) ACCU REINFLATE VLV

Ident.: ME-DM-BRAKES-00015668.0002001 / 20 MAR 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green(yellow) accumulator reinflate valve is failed in the open position.	*Refer to Item 32-43-20 Green(Yellow) Accumulator Reinflate Valve*

Dispatch Message: BRAKES G(Y) ACCU REINFLATE VLV REDUNDANCY

Ident.: ME-DM-BRAKES-00015666.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The redundancy coil of the green(yellow) accumulator reinflate valve is failed.	*Refer to Item 32-43-18 Green(Yellow) Accumulator Reinflate Valve Redundancy*

Dispatch Message: BRAKES G(Y) ALTN BRK PRESS TRANSDUCER

Ident.: ME-DM-BRAKES-00015674.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green(yellow) alternate brake selector valve pressure transducer is failed.	*Refer to Item 32-43-15 Green(Yellow) Alternate Brake Selector Valve Pressure Transducer*

Dispatch Message: BRAKES G(Y) PARK BRK RELEASED

Ident.: ME-DM-BRAKES-00015709.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green(yellow) parking brake is in the released configuration.	*Refer to Item 32-45-01 Green(Yellow) Parking Brake Selector Valve*

Dispatch Message: BRAKES G(Y) PRESS LIMITER

Ident.: ME-DM-BRAKES-00015712.0001001 / 05 JUL 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green(yellow) pressure limiter valve is inoperative.	NO DISPATCH

Dispatch Message: BRAKES NORM BRK

Ident.: ME-DM-BRAKES-00015693.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The normal braking is lost on one or more wheels group.	NO DISPATCH

Dispatch Message: **BRAKES NORM BRK SEL VLV REDUNDANCY**

Ident.: ME-DM-BRAKES-00015696.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The B channel redundancy coil of the normal brake selector valve is failed.	*Refer to Item 32-42-17 Green(Yellow) Normal Brake Selector Valve Redundancy*

Dispatch Message: **BRAKES NORM SERVO VLV REDUNDANCY**

Ident.: ME-DM-BRAKES-00015698.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The redundancy coil of a normal brake servo valve is failed.	*Refer to Item 32-42-16 Normal Brake Servo Valve Redundancy*

Dispatch Message: **BRAKES PARK BRK**

Ident.: ME-DM-BRAKES-00015700.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The parking brake is failed.	NO DISPATCH

Dispatch Message: **BRAKES PARK BRK PRESS LO**

Ident.: ME-DM-BRAKES-00016496.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The brakes accumulator pressure is too low. The parking brake is not efficient.	NO DISPATCH

Dispatch Message: BRAKES REMOTE BRK CTL INPUT

Ident.: ME-DM-BRAKES-00015714.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more discrete inputs to the RBCU 1(2) is lost.	*Refer to Item 32-09-02 BRAKES REMOTE BRK CTL INPUT Message*

Dispatch Message: BRAKES REMOTE BRK CTL 1(2) ADIRU 1(2) INPUT

Ident.: ME-DM-BRAKES-00015721.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more inputs from the ADIRS to the RBCU 1B(2B) is lost.	*Refer to Item 32-09-03 BRAKES REMOTE BRK CTL 1(2) ADIRU 1(2) INPUT Message*

Dispatch Message: BRAKES REMOTE BRK CTL 1A(2A)

Ident.: ME-DM-BRAKES-00015719.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
RBCU 1(2) A channel is inoperative.	*Refer to Item 32-42-13 Remote Brakes Control Unit Channel A*

Dispatch Message: BRAKES REMOTE BRK CTL 1B(2B)

Ident.: ME-DM-BRAKES-00015720.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
RBCU 1(2) B channel is inoperative.	*Refer to Item 32-42-14 Remote Brakes Control Unit Channel B*

Dispatch Message: BRAKES RESIDUAL BRAKING ON BRK 01

Ident.: ME-DM-BRAKES-00015722.0002001 / 05 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a residual braking on brake 01. The wheel brake 01 must be deactivated.	*Refer to Item 32-42-01 Normal Wheel Brake 01*
The message and the associated BRAKES RESIDUAL BRAKINGalert are displayed for all the brakes of one wheel group when the PARK BRK handle is set to ON. When the PARK BRK handle is set to OFF, the message and the associated BRAKES RESIDUAL BRAKINGdisappear. The Parking Brake Selector Valve of the corresponding wheel group is failed.	*Refer to Item 32-45-01 Green(Yellow) Parking Brake Selector Valve*

Dispatch Message: BRAKES RESIDUAL BRAKING ON BRK 02

Ident.: ME-DM-BRAKES-00018542.0002001 / 09 MAY 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a residual braking on brake 02. The wheel brake 02 must be deactivated.	*Refer to Item 32-42-02 Normal Wheel Brake 02*
The message and the associated BRAKES RESIDUAL BRAKINGalert are displayed for all the brakes of one wheel group when the PARK BRK handle is set to ON. When the PARK BRK handle is set to OFF, the message and the associated BRAKES RESIDUAL BRAKINGdisappear. The Parking Brake Selector Valve of the corresponding wheel group is failed.	*Refer to Item 32-45-01 Green(Yellow) Parking Brake Selector Valve*

Dispatch Message: BRAKES RESIDUAL BRAKING ON BRK 03

Ident.: ME-DM-BRAKES-00018543.0002001 / 09 MAY 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a residual braking on brake 03. The wheel brake 03 must be deactivated.	*Refer to Item 32-42-03 Normal Wheel brake 03*
The message and the associated BRAKES RESIDUAL BRAKINGalert are displayed for all the brakes of one wheel group when the PARK BRK handle is set to ON. When the PARK BRK handle is set to OFF, the message and the associated BRAKES RESIDUAL BRAKINGdisappear. The Parking Brake Selector Valve of the corresponding wheel group is failed.	*Refer to Item 32-45-01 Green(Yellow) Parking Brake Selector Valve*

Dispatch Message: BRAKES RESIDUAL BRAKING ON BRK 04

Ident.: ME-DM-BRAKES-00018544.0002001 / 09 MAY 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a residual braking on brake 04. The wheel brake 04 must be deactivated.	*Refer to Item 32-42-04 Normal Wheel Brake 04*
The message and the associated BRAKES RESIDUAL BRAKINGalert are displayed for all the brakes of one wheel group when the PARK BRK handle is set to ON. When the PARK BRK handle is set to OFF, the message and the associated BRAKES RESIDUAL BRAKINGdisappear. The Parking Brake Selector Valve of the corresponding wheel group is failed.	*Refer to Item 32-45-01 Green(Yellow) Parking Brake Selector Valve*

Dispatch Message: BRAKES RESIDUAL BRAKING ON BRK 05

Ident.: ME-DM-BRAKES-00016797.0002001 / 09 MAY 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a residual braking on brake 05. The wheel brake 05 must be deactivated.	*Refer to Item 32-42-05 Normal Wheel Brake 05*
The message and the associated BRAKES RESIDUAL BRAKINGalert are displayed for all the brakes of one wheel group when the PARK BRK handle is set to ON. When the PARK BRK handle is set to OFF, the message and the associated BRAKES RESIDUAL BRAKINGdisappear. The Parking Brake Selector Valve of the corresponding wheel group is failed.	*Refer to Item 32-45-01 Green(Yellow) Parking Brake Selector Valve*

Dispatch Message: BRAKES RESIDUAL BRAKING ON BRK 06

Ident.: ME-DM-BRAKES-00018545.0002001 / 09 MAY 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a residual braking on brake 06. The wheel brake 06 must be deactivated.	*Refer to Item 32-42-06 Normal Wheel Brake 06*
The message and the associated BRAKES RESIDUAL BRAKINGalert are displayed for all the brakes of one wheel group when the PARK BRK handle is set to ON. When the PARK BRK handle is set to OFF, the message and the associated BRAKES RESIDUAL BRAKINGdisappear. The Parking Brake Selector Valve of the corresponding wheel group is failed.	*Refer to Item 32-45-01 Green(Yellow) Parking Brake Selector Valve*

Dispatch Message: BRAKES RESIDUAL BRAKING ON BRK 07

Ident.: ME-DM-BRAKES-00018546.0002001 / 09 MAY 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a residual braking on brake 07. The wheel brake 07 must be deactivated.	*Refer to Item 32-42-07 Normal Wheel Brake 07*
The message and the associated BRAKES RESIDUAL BRAKINGalert are displayed for all the brakes of one wheel group when the PARK BRK handle is set to ON. When the PARK BRK handle is set to OFF, the message and the associated BRAKES RESIDUAL BRAKINGdisappear. The Parking Brake Selector Valve of the corresponding wheel group is failed.	*Refer to Item 32-45-01 Green(Yellow) Parking Brake Selector Valve*

Dispatch Message: BRAKES RESIDUAL BRAKING ON BRK 08

Ident.: ME-DM-BRAKES-00018547.0002001 / 09 MAY 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a residual braking on brake 08. The wheel brake 08 must be deactivated.	*Refer to Item 32-42-08 Normal Wheel Brake 08*
The message and the associated BRAKES RESIDUAL BRAKINGalert are displayed for all the brakes of one wheel group when the PARK BRK handle is set to ON. When the PARK BRK handle is set to OFF, the message and the associated BRAKES RESIDUAL BRAKINGdisappear. The Parking Brake Selector Valve of the corresponding wheel group is failed.	*Refer to Item 32-45-01 Green(Yellow) Parking Brake Selector Valve*

Dispatch Message: **BRAKES SAFETY TEST REQUIRED**

Ident.: ME-DM-BRAKES-00023621.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The braking system automatic test has not been performed. When the maintenance manually perform the test, the dispatch message disappears from the DISPATCH page.	Not related to MEL
The braking system automatic test has not been performed. No maintenance is available to manually perform the test.	NO DISPATCH

Dispatch Message: **BRAKES SYSTEM CONFIG DISAGREE**

Ident.: ME-DM-BRAKES-00025752.0001001 / 07 OCT 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The software configuration associated to the pin programming is not consistent with BCS signal.	NO DISPATCH

Dispatch Message: **BRAKES TEMP MONITORING**

Ident.: ME-DM-BRAKES-00015725.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The brake temperature monitoring is inoperative. The affected brake temperature indication is shown amber XX on the WHEEL SD page.	*Refer to Item 32-07-01 Brake Temperature Monitoring on the WHEEL SD page*

Dispatch Message: BRAKES YELLOW L(YELLOW R) NORM BRK PR TRANSDUCER

Ident.: ME-DM-BRAKES-00015909.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure transducer of the yellow left(yellow right) normal brake selector valve is failed.	*Refer to Item 32-42-20 Yellow Normal Brake Selector Valve Pressure Transducer*

Dispatch Message: CAB COM CABIN INTERPHONE

Ident.: ME-DM-CAB_COM-00015549.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
50 % or more of the DEU B are failed or one middle line is failed.	*Refer to Item 44-12-01 DEU B*

Dispatch Message: CAB COM CABIN INTERPHONE DEGRADED

Ident.: ME-DM-CAB_COM-00015551.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Less than 50 % of the DEU B are failed.	*Refer to Item 44-12-01 DEU B*
The cockpit handset is failed.	*Refer to Item 44-15-01 Cockpit Handset*
At least one cabin handset is failed.	*Refer to Item 44-15-02 Cabin Handset*
At least one CRC handset is failed.	*Refer to Item 44-15-03 CRC Handset*

Dispatch Message: CAB COM CIDS 1+2

Ident.: ME-DM-CAB_COM-00015529.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both CIDS Directors are failed.	NO DISPATCH

Dispatch Message: CAB COM PAX ADDRESS

Ident.: ME-DM-CAB_COM-00015533.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
25 % or more of the DEU A are failed or one top line is failed.	*Refer to Item 44-11-01 DEU A*

Dispatch Message: CAB COM PAX ADDRESS DEGRADED

Ident.: ME-DM-CAB_COM-00015541.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Less than 25 % of the DEU A are failed.	*Refer to Item 44-11-01 DEU A*

Dispatch Message: CAB COM SINGLE CIDS

Ident.: ME-DM-CAB_COM-00015531.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One CIDS director is failed.	*Refer to Item 44-10-01 CIDS Director*

Dispatch Message: **CAB PRESS ABNORMAL LEAKAGE**

Ident.: ME-DM-CAB_PRESS-00016148.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is an abnormal air leakage in fuselage so that CPCS requested an air conditioning pack flow increase for the 10 previous flights.	*Refer to Item 21-09-04 CAB PRESS ABNORMAL LEAKAGE message*

Dispatch Message: **CAB PRESS AFT(FWD) OUTFLOW VLV BACKUP CTL**

Ident.: ME-DM-CAB_PRESS-00016149.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The backup control of the AFT(FWD) outflow valve is failed due to the failure of the OCU BMD section or the associated OFV motor.	*Refer to Item 21-31-08 Outflow Valve Backup Control*

Dispatch Message: **CAB PRESS AFT(FWD) OUTFLOW VLV CTL**

Ident.: ME-DM-CAB_PRESS-00016150.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AFT(FWD) outflow valve is failed.	*Refer to Item 21-31-09 Outflow Valve Control*

Dispatch Message: **CAB PRESS AUTO CTL**

Ident.: ME-DM-CAB_PRESS-00016101.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic cabin pressure control is failed.	*Refer to Item 21-31-02C Automatic Cabin Pressure Control*

Dispatch Message: **CAB PRESS AUTO CTL REDUNDANCY**

Ident.: ME-DM-CAB_PRESS-00016104.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The cabin pressure automatic control redundancy is failed due to the failure of one CPCS OPS application (within CPIOM H41 or H42).	*Refer to Item 21-31-01 Automatic Cabin Pressure Control Redundancy*

Dispatch Message: **CAB PRESS AUTO CTL SYS 1(2)**

Ident.: ME-DM-CAB_PRESS-00016100.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The OCU COM/MON 1(2) section of the automatic cabin pressure control or associated OFV motor is failed.	*Refer to Item 21-31-02A Automatic Cabin Pressure Control* or *Refer to Item 21-31-02B Automatic Cabin Pressure Control*

Dispatch Message: **CAB PRESS AUTO CTL SYS 1(2) SENSOR**

Ident.: ME-DM-CAB_PRESS-00016141.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The cabin pressure sensor for cabin pressure automatic control is failed in OCU COM 1(2) section.	*Refer to Item 21-31-03 Cabin Pressure Sensor of Automatic Cabin Pressure Control*

Dispatch Message: **CAB PRESS CAB ALT MAN CTL**

Ident.: ME-DM-CAB_PRESS-00016143.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The manual CABIN ALT MODE is failed.	*Refer to Item 21-31-05 Manual CABIN ALT MODE*

Dispatch Message: **CAB PRESS CAB V/S MAN CTL**

Ident.: ME-DM-CAB_PRESS-00016145.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The manual CABIN V/S MODE is failed.	*Refer to Item 21-31-06 Manual CABIN V/S MODE*

Dispatch Message: **CAB PRESS MAN CTL**

Ident.: ME-DM-CAB_PRESS-00016146.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The manual cabin pressure control is failed.	*Refer to Item 21-31-04 Manual Cabin Pressure Control*

Dispatch Message: **CAB PRESS MAN CTL DEGRADED**

Ident.: ME-DM-CAB_PRESS-00016147.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The manual cabin pressure control is degraded: - The Prevention of Pressurization function is inoperative for MAN mode, or - The CAB PRESS EXCESS CAB ALT alert on the WD is inoperative for MAN mode.	*Refer to Item 21-09-05 CAB PRESS MAN CTL DEGRADED Message*

Dispatch Message: **CAB PRESS SYS**

Ident.: ME-DM-CAB_PRESS-00019397.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The cabin pressure controls is failed due to: - The failure of automatic and manual cabin pressure controls, or - The failure of both OFVs.	NO DISPATCH

Dispatch Message: CABIN DRAIN MASTS HEATING

Ident.: ME-DM-CABIN-00015848.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating system of the AFT or the FWD drain mast is failed.	*Refer to Item 30-71-01 Drain Mast Heating System*

Dispatch Message: CABIN EMER EXIT LT

Ident.: ME-DM-CABIN-00015363.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An EPSU or an EPSU battery is failed.	*Refer to Item 33-50-15 Emergency Power Supply Unit*
An EXIT sign is failed.	*Refer to Item 33-50-04 Cabin EXIT Sign (EXIT Marking, EXIT Location)*
A CCRC EXIT sign is failed.	*Refer to Item 33-50-12 CCRC EXIT Sign*

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Dispatch Message: CDS AVNCS NETWORK A COM REDUNDANCY

Ident.: ME-DM-CDS-00025736.0002001 / 07 OCT 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Loss of CAN communication from AFDX network A.	*Refer to Item 42-31-01 Avionics Network A Communication Redundancy*

Dispatch Message: CDS AVNCS NETWORK B COM REDUNDANCY

Ident.: ME-DM-CDS-00025738.0002001 / 07 OCT 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Loss of CAN communication from AFDX network B.	*Refer to Item 42-31-02 Avionics Network B Communication Redundancy*

Dispatch Message: CDS CAN BUS REDUNDANCY

Ident.: ME-DM-CDS-00025741.0002001 / 07 OCT 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One DU detects a loss of CAN communication from another DU.	*Refer to Item 31-60-17 CAN Bus Redundancy*

Dispatch Message: CDS CAPT(F/O) EFIS CTL PNL

Ident.: ME-DM-CDS-00018052.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The EFIS Control panel of the FCU is inoperative on CAPT(F/O) side.	*Refer to Item 22-81-01 EFIS Control Panel*

Dispatch Message: **CDS CAPT + F/O EFIS CTL PNLs**

Ident.: ME-DM-CDS-00018053.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both EFIS control panels of the FCU are inoperative.	*Refer to Item 22-81-01 EFIS Control Panel*

Dispatch Message: **CDS CAPT (F/O) EFIS CTL PNL + BKUP CTL**

Ident.: ME-DM-CDS-00018054.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One EFIS control panel of the FCU is inoperative on CAPT(F/O) side, and the associated MFD FCU BKUP is inoperative on the CAPT(F/O) side.	NO DISPATCH

Dispatch Message: **CDS CAPT(F/O) INNER DU**

Ident.: ME-DM-CDS-00013020.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CAPT(F/O) INNER DU is failed.	*Refer to Item 31-60-03 INNER DU*

Dispatch Message: **CDS CAPT(F/O) INNER DU MONITORING**

Ident.: ME-DM-CDS-00012218.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CAPT(F/O) INNER DU is not monitored.	*Refer to Item 31-60-04 DU Monitoring*

Dispatch Message: CDS CAPT(F/O) KCCU CURSOR CTL

Ident.: ME-DM-CDS-00013023.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The cursor control device of the CAPT(F/O) KCCU is failed.	*Refer to Item 31-62-01 KCCU Cursor Control Device*

Dispatch Message: CDS CAPT(F/O) KCCU CURSOR CTL + KEYBOARD

Ident.: ME-DM-CDS-00013024.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The cursor control device and the keyboard of the CAPT(F/O) KCCU are failed.	NO DISPATCH

Dispatch Message: CDS CAPT(F/O) KCCU KEYBOARD

Ident.: ME-DM-CDS-00013022.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The keyboard of the CAPT(F/O) KCCU is failed.	*Refer to Item 31-62-02 KCCU Keyboard*

Dispatch Message: CDS CAPT(F/O) OUTER DU

Ident.: ME-DM-CDS-00013019.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CAPT(F/O) OUTER DU is failed.	*Refer to Item 31-60-01 OUTER DU*

Dispatch Message: CDS CENTER LOWER DU ACCESS

Ident.: ME-DM-CDS-00013035.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CAPT(F/O) access to the MFD is lost.	*Refer to Item 31-60-06 CENTER LOWER DU Access*

Dispatch Message: CDS CENTER UPPER(LOWER) DU

Ident.: ME-DM-CDS-00013021.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CENTER UPPER(LOWER) DU is failed.	*Refer to Item 31-60-02 CENTER DU*

Dispatch Message: CDS CENTER UPPER DU MONITORING

Ident.: ME-DM-CDS-00013026.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CENTER UPPER DU is not monitored.	*Refer to Item 31-60-04 DU Monitoring*

Dispatch Message: CDS DISPLAY DISAGREE

Ident.: ME-DM-CDS-00013025.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A DU detects a display discrepancy on another DU. The affected DU is not reliable. Note: *If the alert is no longer displayed when the affected DU is set to OFF, consider the DU as inoperative and refer to the associated MEL item.*	NO DISPATCH

Dispatch Message: CDS FWS BACKUP PROCEDURE DATA

Ident.: ME-DM-CDS-00023637.0002001 / 14 JUN 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The backup procedures data between both FWS and the CDS is lost.	*Refer to Item 31-60-16 CDS Backup Procedures*

Dispatch Message: CDS BACKUP SD DATA

Ident.: ME-DM-CDS-00023636.0002001 / 14 JUN 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The backup raw data between both FWS and the CDS is lost.	*Refer to Item 31-60-15 CDS Backup Raw Data*

Dispatch Message: CDS MAILBOX ACCESS

Ident.: ME-DM-CDS-00013034.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The mailbox access is lost.	*Refer to Item 31-60-05 Mailbox Access*

Dispatch Message: CDS SYSTEM VERSIONS DISAGREE

Ident.: ME-DM-CDS-00013031.0001001 / 11 JAN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or several DUs are loaded with different software P/N. *Note:* *The maintenance can identify the affected DU with the associated maintenance messages. When the maintenance sets the affected DU to OFF and runs a BITE test, the CDS CAPT(F/O) INNER(OUTER) DU or CDS CENTER UPPER(LOWER) DU replaces the CDS SYSTEM VERSIONS DISAGREE message on the DISPATCH page. Consider the DU as inoperative and refer to the associated MEL item.*	NO DISPATCH

Dispatch Message: COM ATC DATALINK

Ident.: ME-DM-COM-00015651.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ATC Datalink function is failed.	*Refer to Item 46-21-01 ATC Datalink*

Dispatch Message: COM ADS-C DATALINK

Ident.: ME-DM-COM-00015653.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ADS-C Datalink function is failed.	*Refer to Item 46-21-02 ADS-C Datalink*

Dispatch Message: COM CAPT(F/O)(THIRD OCCUPANT) PTT

Ident.: ME-DM-COM-00013017.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CAPT(F/O) sidestick PTT sw is stuck in the closed position.	*Refer to Item 23-51-10B Sidestick PTT sw*
The CAPT(F/O)(THIRD OCCUPANT) hand microphone PTT sw is stuck in the closed position.	*Refer to Item 23-51-09 Hand Microphone*
The INT/RAD sw on the RMP 1(2)(3) is stuck in the closed position.	*Refer to Item 23-52-01 RMP*

Dispatch Message: COM COMPANY COM

Ident.: ME-DM-COM-00017140.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The COMPANY COM application is inoperative due to: - The failure of the application itself, or - The failure of the communication with ground facilities.	*Refer to Item 46-20-01 COMPANY COM*

Dispatch Message: COM DATALINK

Ident.: ME-DM-COM-00015634.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Datalink Communication function is failed.	*Refer to Item 23-21-01 Datalink*

Dispatch Message: COM GROUND TEST KEY PLUGGED

Ident.: ME-DM-COM-00017141.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A ground test key is detected plugged on ground. The ground test key must be removed from the aircraft before dispatch. The message disappears as soon as the ground test key is removed from the aircraft.	Not related to MEL

Dispatch Message: COM HF 1(2)

Ident.: ME-DM-COM-00015650.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The HF 1(2) voice and the HF 1(2) datalink are failed.	*Refer to Item 23-11-01 HF Voice* and *Refer to Item 23-11-02 HF Datalink*

Dispatch Message: COM HF 1(2) DATALINK

Ident.: ME-DM-COM-00015638.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The HF 1(2) Datalink function is failed.	*Refer to Item 23-11-02 HF Datalink*

Dispatch Message: COM OIS/AVNCS DATA XFR

Ident.: ME-DM-COM-00017147.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The two-way communication between the OIS and the aircraft avionics is failed or the OIS AVNCS server is failed.	*Refer to Item 46-10-01 Data Transfer between OIS and Avionics*

Dispatch Message: COM OIS AVNCS REDUNDANCY

Ident.: ME-DM-COM-00017158.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy is lost on the OIS AVNCS server (ASFC).	*Refer to Item 46-10-02 Redundancy on OIS AVNCS Server (ASFC)*

Dispatch Message: COM OIS CAB & MAINT REDUNDANCY

Ident.: ME-DM-COM-00017149.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy is lost on the OIS CAB&MAINT server (OSFC).	*Refer to Item 46-10-03 Redundancy on OIS CAB&MAINT Server (OSFC)*

Dispatch Message: COM RMP 1(2)(3)

Ident.: ME-DM-COM-00013016.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
RMP 1(2)(3) is failed.	*Refer to Item 23-52-01 RMP*

Dispatch Message: COM SATCOM

Ident.: ME-DM-COM-00000766.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The SATCOM functions (datalink and voice mode) are failed.	*Refer to Item 23-28-01 SATCOM*

Dispatch Message: COM SATCOM DATALINK

Ident.: ME-DM-COM-00015637.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The SATCOM Datalink function is failed.	*Refer to Item 23-28-03 SATCOM Datalink*

Dispatch Message: COM SATCOM VOICE

Ident.: ME-DM-COM-00015013.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The SATCOM voice mode is failed.	*Refer to Item 23-28-02 SATCOM Voice*

Dispatch Message: COM SOFT PIN PROG

Ident.: ME-DM-COM-00017148.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The SPP function is lost.	*Refer to Item 46-50-01 SPP*

Dispatch Message: COM VHF 1(2)

Ident.: ME-DM-COM-00015641.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The VHF 1(2) voice is failed.	*Refer to Item 23-12-01 VHF Voice*

Dispatch Message: **COM VHF 3**

Ident.: ME-DM-COM-00015643.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The VHF 3 voice and the VHF 3 datalink are failed.	*Refer to Item 23-12-01 VHF Voice* and *Refer to Item 23-12-02 VHF 3 Datalink*

Dispatch Message: **COM VHF 3 DATALINK**

Ident.: ME-DM-COM-00015635.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The VHF 3 Datalink function is failed.	*Refer to Item 23-12-02 VHF 3 Datalink*

Dispatch Message: **COM VHF EMER SUPPLY**

Ident.: ME-DM-COM-00015646.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The power supply of the VHF system is not available in the case of smoke isolation or emergency electrical configuration.	NO DISPATCH

Dispatch Message: **COM VHF EMER SUPPLY REDUNDANCY**

Ident.: ME-DM-COM-00021130.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy for the power supply of the VHF system is not available in the case of smoke isolation or emergency electrical configuration.	*Refer to Item 23-12-03 VHF Emergency Redundancy*

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Dispatch Message: COND AFT GALLEY DUCT OVHT

Ident.: ME-DM-COND-00015466.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A duct overheat has been detected in the AFT galley area.	*Refer to Item 21-60-11 AFT Galley Heater*

Dispatch Message: COND ALL MIXER PRESS SENSORS

Ident.: ME-DM-COND-00017987.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
All mixer pressure sensors are failed.	NO DISPATCH

Dispatch Message: COND BULK CARGO DUCT OVHT

Ident.: ME-DM-COND-00015458.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A duct overheat has been detected in the bulk cargo compartment.	*Refer to Item 21-60-08 BULK Cargo Heater*

Dispatch Message: COND BULK CARGO EXTRACT FAN

Ident.: ME-DM-COND-00020616.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The bulk cargo compartment extraction fan is failed.	*Refer to Item 21-28-01 BULK Cargo Compartment Extraction Fan*

Dispatch Message: COND BULK CARGO FAN AUTO SHUTOFF CTL

Ident.: ME-DM-COND-00015495.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The shutoff control of the extraction fan of the BULK cargo compartment is failed.	*Refer to Item 21-28-03 BULK Cargo Compartment Extraction Fan Shutoff Control*

Dispatch Message: COND BULK CARGO FAN MONITORING

Ident.: ME-DM-COND-00018031.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the bulk cargo extraction fan is failed.	*Refer to Item 21-28-04 BULK Cargo Compartment Extraction Fan Monitoring*

Dispatch Message: COND BULK CARGO HEATER

Ident.: ME-DM-COND-00015459.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The heating of the bulk cargo compartment is failed.	*Refer to Item 21-60-08 BULK Cargo Heater*

Dispatch Message: COND BULK CARGO SUPPLY(EXTRACT) ISOL VLV

Ident.: ME-DM-COND-00020079.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The position monitoring of the supply(extract) isolation valve of the BULK cargo compartment is failed or the valve has been deactivated in the closed position further to the display of the COND BULK CARGO SUPPLY(EXTRACT) ISOL VLV OPEN message on the DISPATCH page.	*Refer to Item 21-28-02B BULK Cargo Compartment Isolation Valve*

Dispatch Message: COND BULK CARGO SUPPLY(EXTRACT) ISOL VLV CLOSED

Ident.: ME-DM-COND-00020080.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One supply(extraction) isolation valve of the BULK cargo compartment is failed in the closed position.	*Refer to Item 21-28-02A BULK Cargo Compartment Isolation Valve*

Dispatch Message: COND BULK CARGO SUPPLY(EXTRACT) ISOL VLV OPEN

Ident.: ME-DM-COND-00015493.0001001 / 04 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The extraction or supply isolation valve of the BULK cargo compartment is failed in the open position. Maintenance action: In order to recover the use of the BULK cargo compartment, the maintenance must deactivate the valve in the closed position. System consequence (after the deactivation): The BULK cargo compartment remains available with restrictions on live animal transportation. On the DISPATCH page, the message COND BULK CARGO SUPPLY(EXTRACT) ISOL VLV replaces COND BULK CARGO SUPPLY(EXTRACT) ISOL VLV OPEN	*Refer to Item 21-28-02B BULK Cargo Compartment Isolation Valve*
The extraction or supply isolation valve of the BULK cargo compartment is failed in the open position. The BULK cargo compartment remains empty.	*Refer to Item 21-28-02C BULK Cargo Compartment Isolation Valve*

Dispatch Message: COND CABIN FANS

Ident.: ME-DM-COND-00017988.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Three or four cabin fans are failed.	NO DISPATCH

Dispatch Message: COND CABIN FAN MONITORING

Ident.: ME-DM-COND-00017989.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of one or more cabin fans is failed due the failure of associated can bus.	*Refer to Item 21-21-02 Cabin Fan Monitoring*

Dispatch Message: COND CABIN FILTER CLOGGED

Ident.: ME-DM-COND-00017990.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more cabin filters are clogged.	*Refer to Item 21-21-03 Cabin Filter Clogged*

Dispatch Message: COND CAB TEMP MONITORING

Ident.: ME-DM-COND-00020070.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the cabin temperature for one or more cabin zones is failed.	*Refer to Item 21-07-03-03 Cabin Zone Temperature Monitoring on the COND SD page*

Dispatch Message: COND CABIN ZONE 1(2)(3)(4)(5)(6)(7) DUCT OVHT

Ident.: ME-DM-COND-00015446.0001001 / 21 NOV 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A duct overheat has been detected in cabin zone 1(2)(3)(4)(5)(6)(7).	*Refer to Item 21-60-04B Cockpit and Cabin Temperature Control*

Dispatch Message: COND CABIN ZONE 1(2)(3)(4)(5)(6)(7) TEMP CTL

Ident.: ME-DM-COND-00015444.0001001 / 21 NOV 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of the temperature in cabin zone 1(2)(3)(4)(5)(6)(7) is failed.	*Refer to Item 21-60-04A Cockpit and Cabin Temperature Control*

Dispatch Message: COND CKPT DUCT OVHT

Ident.: ME-DM-COND-00015448.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A duct overheat has been detected in the cockpit zone.	*Refer to Item 21-60-04B Cockpit and Cabin Temperature Control*

Dispatch Message: COND CKPT TEMP CTL

Ident.: ME-DM-COND-00015447.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of the temperature in the cockpit is failed.	*Refer to Item 21-60-04A Cockpit and Cabin Temperature Control*

Dispatch Message: COND CKPT TEMP MONITORING

Ident.: ME-DM-COND-00015436.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the cockpit temperature is failed.	*Refer to Item 21-07-03-02 Cockpit Temperature Monitoring on the COND SD page*

Dispatch Message: COND CREW REST DUCT OVHT

Ident.: ME-DM-COND-00015463.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A duct overheat has been detected in the FCRC or the CCRC.	*Refer to Item 21-60-05B Crew Rest Compartment Temperature Control*

Dispatch Message: COND CREW REST TEMP CTL

Ident.: ME-DM-COND-00015450.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of the temperature in the FCRC or the CCRC is failed.	*Refer to Item 21-60-05A Crew Rest Compartment Temperature Control*

Dispatch Message: COND EMER RAM AIR

Ident.: ME-DM-COND-00015408.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Emergency Ram Air Inlet is failed in the closed or any intermediate position.	*Refer to Item 21-55-01B Emergency Ram Air Inlet*

Dispatch Message: COND EMER RAM AIR OPEN

Ident.: ME-DM-COND-00015401.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Emergency Ram Air Inlet is failed in the fully open position.	*Refer to Item 21-55-01A Emergency Ram Air Inlet*

Dispatch Message: COND EMER RAM AIR TEST

Ident.: ME-DM-COND-00016152.0001001 / 06 JUL 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The emergency ram air test function is failed.	*Refer to Item 21-31-11 Emergency Ram Air Test*

Dispatch Message: COND FAN AUTO SHUTOFF CTL

Ident.: ME-DM-COND-00017991.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic shutoff control is failed on one or more VCS fans.	*Refer to Item 21-20-01 Fan Automatic Shutoff Control*

Dispatch Message: COND FWD CARGO COLD AIR VLV

Ident.: ME-DM-COND-00015520.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The cold air valve of the FWD cargo compartment is failed.	*Refer to Item 21-28-08 FWD Cargo Compartment Cold Air Valve*

Dispatch Message: COND FWD CARGO DUCT OVHT

Ident.: ME-DM-COND-00015465.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A duct overheat has been detected in the forward cargo compartment.	*Refer to item 21-60-07B FWD Cargo Trim Air Valve*

Dispatch Message: COND FWD CARGO DUCT OVHT DET

Ident.: ME-DM-COND-00019272.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The overheat detection in the ventilation duct of the forward cargo compartment is failed.	*Refer to Item 21-60-12 FWD Cargo Overheat Detection*

Dispatch Message: COND FWD CARGO EXTRACT FAN

Ident.: ME-DM-COND-00020618.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FWD cargo compartment extraction fan is failed.	*Refer to Item 21-28-05 FWD Cargo Compartment Extraction Fan*

Dispatch Message: COND FWD CARGO EXTRACT ISOL VLV

Ident.: ME-DM-COND-00020075.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The position monitoring of the extraction isolation valve of the FWD cargo compartment is failed or the valve has been deactivated in the closed position further to the display of the COND FWD CARGO EXTRACT ISOL VLV OPEN message on the DISPATCH page.	*Refer to Item 21-28-06B FWD Cargo Compartment Isolation Valve*

Dispatch Message: COND FWD CARGO EXTRACT ISOL VLV CLOSED

Ident.: ME-DM-COND-00020076.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The extraction isolation valve of the FWD cargo compartment is failed in the closed position.	*Refer to Item 21-28-06A FWD Cargo Compartment Isolation Valve*

Dispatch Message: **COND FWD CARGO EXTRACT ISOL VLV OPEN**

Ident.: ME-DM-COND-00015519.0001001 / 04 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The extraction isolation valve of the FWD cargo compartment is failed in the open position. Maintenance action: In order to recover the use of the FWD cargo compartment, the maintenance must deactivate the valve in the closed position. System consequence (after the deactivation): The FWD cargo compartment remains available with restrictions on live animal transportation. On the DISPATCH page, the message COND FWD CARGO EXTRACT ISOL VLV replaces COND FWD CARGO EXTRACT ISOL VLV OPEN	*Refer to Item 21-28-06B FWD Cargo Compartment Isolation Valve*
The extraction isolation valve of the FWD cargo compartment is failed in the open position. The FWD cargo compartment remains empty.	*Refer to Item 21-28-06C FWD Cargo Compartment Isolation Valve*

Dispatch Message: **COND FWD CARGO FAN AUTO SHUTOFF CTL**

Ident.: ME-DM-COND-00015523.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The shutoff control of the extraction fan of the forward cargo compartment is failed.	*Refer to Item 21-28-07 FWD Cargo Compartment Extraction Fan Shutoff Control*

Dispatch Message: COND FWD CARGO FAN MONITORING

Ident.: ME-DM-COND-00025022.0003001 / 05 FEB 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the forward cargo extraction fan is failed.	*Refer to Item 21-28-14 FWD Cargo Compartment Extraction Fan Monitoring*

Dispatch Message: COND FWD CARGO TEMP CTL

Ident.: ME-DM-COND-00015456.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of the temperature in the forward cargo compartment is failed.	*Refer to Item 21-60-06 FWD Cargo Temperature Control*

Dispatch Message: COND FWD CARGO TRIM AIR VLV

Ident.: ME-DM-COND-00015457.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The trim air valve of the forward cargo compartment is failed in the open position.	*Refer to Item 21-60-07 FWD Cargo Trim Air Valve*

Dispatch Message: COND FWD CARGO SUPPLY ISOL VLV 1(2)

Ident.: ME-DM-COND-00020077.0001001 / 04 MAY 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The position monitoring of the supply isolation valve 1(2) of the FWD cargo compartment valve is failed or the valve has been deactivated in the closed position further to the display of the COND FWD CARGO SUPPLY ISOL VLV 1(2) OPEN message on the DISPATCH page.	*Refer to Item 21-28-06B FWD Cargo Compartment Isolation Valve*

Dispatch Message: COND FWD CARGO SUPPLY ISOL VLV 1(2) CLSD

Ident.: ME-DM-COND-00020078.0001001 / 04 MAY 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The supply isolation valve 1(2) of the FWD cargo compartment is failed in the closed position.	*Refer to Item 21-28-06A FWD Cargo Compartment Isolation Valve*

Dispatch Message: COND FWD CARGO SUPPLY ISOL VLV 1(2) OPEN

Ident.: ME-DM-COND-00015517.0001001 / 04 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The supply isolation valve 1(2) of the FWD cargo compartment is failed in the open position. Maintenance action: In order to recover the use of the FWD cargo compartment, the maintenance must deactivate the valve in the closed position. System consequence (after the deactivation): The FWD cargo compartment remains available with restrictions on live animal transportation. On the DISPATCH page, the message COND FWD CARGO SUPPLY ISOL VLV 1(2) replaces COND FWD CARGO SUPPLY ISOL VLV 1(2) OPEN	*Refer to Item 21-28-06B FWD Cargo Compartment Isolation Valve*
The supply isolation valve 1(2) of the FWD cargo compartment is failed in the open position. The FWD cargo compartment remains empty.	*Refer to Item 21-28-06C FWD Cargo Compartment Isolation Valve*

Dispatch Message: COND HOT AIR 1(2)

Ident.: ME-DM-COND-00015437.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The hot air system 1(2) is failed.	*Refer to Item 21-60-01 Hot Air System*

Dispatch Message: COND HOT AIR 1+2

Ident.: ME-DM-COND-00023539.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both hot air systems are failed.	*Refer to Item 21-60-01 Hot Air System*

Dispatch Message: COND HOT AIR VLV 1(2) CLOSED

Ident.: ME-DM-COND-00020954.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The hot air valve 1(2) is failed in the closed position.	*Refer to Item 21-60-02A Hot Air Valve*

Dispatch Message: COND HOT AIR VLV 1(2) OPEN

Ident.: ME-DM-COND-00015441.0002001 / 08 FEB 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The hot air valve 1(2) is failed in the open position.	*Refer to Item 21-60-02 Hot Air Valve*

Dispatch Message: COND HOT AIR VLV 1(2) POS

Ident.: ME-DM-COND-00015420.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the position of the hot air valve 1(2) is failed.	*Refer to Item 21-07-03-01 Hot Air Valve Position Monitoring on the COND SD page*

Dispatch Message: **COND HOT AIR VLV 1(2) PRESS MONITORING**

Ident.: ME-DM-COND-00020607.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure regulation function of the hot air valve 1(2) is failed.	*Refer to Item 21-60-03 Hot Air Valve Pressure Regulation*

Dispatch Message: **COND HOT AIR VLV 1(2) PRESS REGUL**

Ident.: ME-DM-COND-00021337.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure regulation function of the hot air valve is failed. Maintenance action: The maintenance must deactivate the affected hot air valve in the closed position. System consequence (after deactivation): On the DISPATCH page, the message COND HOT AIR VALVE 1(2) CLOSED replaces COND HOT AIR VALVE 1(2) PRESS REGUL	*Refer to Item 21-60-02B Hot Air Valve*

Dispatch Message: **COND MIXER PRESS HI**

Ident.: ME-DM-COND-00017992.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The mixer pressure is too high.	NO DISPATCH

Dispatch Message: COND MIXER PRESS LO

Ident.: ME-DM-COND-00017993.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The mixer pressure is detected as too low due to both control channels of one pack inoperative. The AIR PACK 1(2) message is also displayed on the DISPATCH page.	*Refer to Item 21-50-01 Air Conditioning Pack*
The mixer pressure is detected as too low due to the temperature regulation of one air conditioning pack inoperative. The AIR PACK 1(2) TEMP REGUL message is also displayed on the DISPATCH page.	*Refer to Item 21-50-05 Pack Temperature Regulation*
The mixer pressure is too low.	NO DISPATCH

Dispatch Message: COND MOST MIXER PRESS SENSORS

Ident.: ME-DM-COND-00017994.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Three mixer pressure sensors are failed.	*Refer to Item 21-20-02B Mixer Pressure Sensor*

Dispatch Message: COND ONE CABIN FAN

Ident.: ME-DM-COND-00017995.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One cabin fan is failed.	*Refer to Item 21-21-01A Cabin Fan*

Dispatch Message: COND PART MIXER PRESS SENSORS

Ident.: ME-DM-COND-00017996.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or two mixer pressure sensors are failed.	*Refer to Item 21-20-02A Mixer Pressure Sensor*

Dispatch Message: COND PURSER TEMP SEL

Ident.: ME-DM-COND-00015461.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The cabin temperature selection through the FAP is failed.	*Refer to Item 21-60-09 Cabin Temperature Selection on FAP*

Dispatch Message: COND TEMP CTL

Ident.: ME-DM-COND-00015439.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both applications of the air conditioning system within CPIOM H41 and H42 are failed.	NO DISPATCH

Dispatch Message: COND TEMP REGUL REDUNDANCY

Ident.: ME-DM-COND-00015415.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature control system has minor failures that do not impact normal operation.	*Refer to Item 21-60-10 Temperature Regulation Redundancy*

Dispatch Message: COND TWO CABIN FANS

Ident.: ME-DM-COND-00017997.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two cabin fans are failed.	*Refer to Item 21-21-01B Cabin Fan*

Dispatch Message: **COND VENT CTL**

Ident.: ME-DM-COND-00017998.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ventilation control applications are both failed (within CPIOM H41 and H42).	NO DISPATCH

Dispatch Message: **COND VENT CTL REDUNDANCY**

Ident.: ME-DM-COND-00017999.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ventilation control redundancy is failed due to the failure of one VCS application (within CPIOM H41 or H42).	*Refer to Item 21-20-03 Ventilation Control Redundancy*

Dispatch Message: **COND VENT LOCAL CTL REDUNDANCY**

Ident.: ME-DM-COND-00018000.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ventilation local control redundancy is failed due to the failure of VCS control on a CRDC.	*Refer to Item 21-20-04 Ventilation Local Control Redundancy*

Dispatch Message: DOOR 1(2)(3)(4) L(R) LOCK MONITORING

Ident.: ME-DM-DOOR-00015929.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the closed, latched and locked of the left or right cabin door 1(2)(3)(4) is failed due to the failure of the associated sensor.	*Refer to Item 52-71-02 Cabin Door Lock Monitoring*

Dispatch Message: DOOR 1(2)(3)(4) L(R) NOT CLOSED

Ident.: ME-DM-DOOR-00019800.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left(right) cabin door 1(2)(3)(4) is detected open.	*Refer to Item 52-07-01 Cabin Door Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR 1(2)(3)(4) L(R) POS DET

Ident.: ME-DM-DOOR-00015930.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the position of the left or right cabin door 1(2)(3)(4) is failed.	*Refer to Item 52-07-01 Cabin Door Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR 1(2)(3)(4) L(R) SLIDE

Ident.: ME-DM-DOOR-00015923.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the left or right slide of the cabin door 1(2)(3)(4) is failed.	*Refer to Item 25-62-01 Slide/Raft*

Dispatch Message: DOOR AFT(BULK)(FWD) CARGO NOT CLOSED

Ident.: ME-DM-DOOR-00019798.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AFT(BULK)(FWD) cargo door is detected open.	*Refer to Item 52-07-02 Cargo Door Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR AFT(BULK)(FWD) CARGO POS DET

Ident.: ME-DM-DOOR-00015931.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the position of the AFT(BULK)(FWD) cargo door is failed.	*Refer to Item 52-07-02 Cargo Door Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR ALL POS DET

Ident.: ME-DM-DOOR-00015928.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of all doors and slides is failed. This is due to the failure of both DSCS applications within CPIOMs H31 and H32.	NO DISPATCH

Dispatch Message: DOOR AVNCS NOT CLOSED

Ident.: ME-DM-DOOR-00019802.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The external avionics door is detected open.	*Refer to Item 52-07-04 External Avionics Door Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR AVNCS POS DET

Ident.: ME-DM-DOOR-00015933.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the position of the external avionics door is failed.	*Refer to Item 52-07-04 External Avionics Door Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR CAB PRESS COM REDUNDANCY

Ident.: ME-DM-DOOR-00015935.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy in the communication between the doors and the cabin pressure control system is failed.	*Refer to Item 52-71-03 Door and Cabin Pressure Communication Redundancy*

Dispatch Message: DOOR CABIN POS DET

Ident.: ME-DM-DOOR-00019265.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the position of two or more cabin doors is failed. The affected cabin doors are indicated amber X on the DOOR SD page.	*Refer to Item 52-07-01 Cabin Door Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR CARGO POS DET

Ident.: ME-DM-DOOR-00019266.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the position of two or three cargo doors is failed. The affected cargo doors are displayed amber X on the DOOR SD page.	*Refer to Item 52-07-02 Cargo Door Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR CKPT DOOR CTLR SENSORS

Ident.: ME-DM-DOOR-00015926.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both cockpit door controller sensors are failed.	*Refer to Item 52-51-05B Cockpit Door Controller Sensor*

Dispatch Message: DOOR CKPT DOOR CTLR SENSOR REDUNDANCY

Ident.: ME-DM-DOOR-00015925.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One cockpit door controller sensor is failed.	*Refer to Item 52-51-05A Cockpit Door Controller Sensor*

Dispatch Message: DOOR CKPT DOOR LOCK

Ident.: ME-DM-DOOR-00015924.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two or three cockpit door release strikes are failed.	*Refer to Item 52-51-04B Cockpit Door Release Strike*

Dispatch Message: DOOR ESCAPE HATCH NOT CLOSED

Ident.: ME-DM-DOOR-00019801.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The cockpit escape hatch is detected open.	*Refer to Item 52-07-03 Escape Hatch Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR ESCAPE HATCH POS DET

Ident.: ME-DM-DOOR-00015932.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the position of the cockpit escape hatch is failed.	*Refer to Item 52-07-03 Escape Hatch Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR INTERNAL AFT(FWD) AVNCS NOT CLOSED

Ident.: ME-DM-DOOR-00023652.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AFT(FWD) internal avionics door is detected open.	*Refer to Item 52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR INTERNAL AFT(FWD) AVNCS POS DET

Ident.: ME-DM-DOOR-00023653.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the position of the AFT(FWD) internal avionics door is failed.	*Refer to Item 52-07-05 Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page*

Dispatch Message: DOOR POS MONITORING REDUNDANCY

Ident.: ME-DM-DOOR-00015927.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy of the monitoring of the doors and slides is failed. This is due to the failure of one DSCS application within CPIOM H31 or H32.	*Refer to Item 52-71-01 Door Position Monitoring Redundancy*

Dispatch Message: DOOR RESIDUAL DIFF PRESS DET

Ident.: ME-DM-DOOR-00015936.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The detection of the door residual differential pressure is failed.	*Refer to Item 52-71-04 Door Residual Differential Pressure Detection*

Dispatch Message: ELEC APU GEN

Ident.: ME-DM-ELEC-00017135.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The electrical starter generator of the APU is failed.	*Refer to Item 24-23-01 AC Auxiliary Generation*

Dispatch Message: ELEC ATU 1A(1B)(2B)(2A)

Ident.: ME-DM-ELEC-00016360.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The normal ATU 1A(1B)(2B)(2A) is failed.	*Refer to Item 24-51-01 Auto Transformer Unit 1A(1B)(2A)(2B)*

Dispatch Message: ELEC BAT 1

Ident.: ME-DM-ELEC-00016361.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The battery 1 is failed.	*Refer to Item 24-36-01 Battery 1*

Dispatch Message: ELEC BAT 1 DC OVERVOLTAGE

Ident.: ME-DM-ELEC-00021545.0001001 / 02 NOV 17
1 **Applicable to: B-18917**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The battery 1 receives an abnormal high voltage and is switched off to be protected.	*Refer to Item 24-36-01 Battery 1*

Dispatch Message: ELEC BAT 2

Ident.: ME-DM-ELEC-00016362.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The battery 2 is failed.	*Refer to Item 24-36-02 Battery 2*

Dispatch Message: ELEC BAT 2 DC OVERVOLTAGE

Ident.: ME-DM-ELEC-00021546.0001001 / 02 NOV 17
2 **Applicable to: B-18917**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The battery 2 receives an abnormal high voltage and is switched off to be protected.	*Refer to Item 24-36-02 Battery 2*

Dispatch Message: ELEC BAT EMER

Ident.: ME-DM-ELEC-00016363.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both emergency batteries are failed.	NO DISPATCH

Dispatch Message: ELEC BAT EMER DC OVERVOLTAGE

Ident.: ME-DM-ELEC-00021547.0001001 / 02 NOV 17
3 **Applicable to: B-18917**

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both emergency batteries receive an abnormal high voltage and are switched off to be protected.	NO DISPATCH

Dispatch Message: **ELEC BOTH RAT HEATERS ON**

Ident.: ME-DM-ELEC-00016364.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both RAT heaters are working at the same time.	*Refer to Item 24-09-01 ELEC BOTH RAT HEATERS ON Message*

Dispatch Message: **ELEC BUSBAR**

Ident.: ME-DM-ELEC-00016347.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An electrical busbar is failed.	NO DISPATCH

Dispatch Message: **ELEC CABIN POWER PROTECTION DEGRADED**

Ident.: ME-DM-ELEC-00016374.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The power protection is degraded for some passenger seats due to the failure of the ground fault interrupter.	*Refer to Item 24-74-01 Cabin Power Protection Degraded*

Dispatch Message: **ELEC C/B MONITORING**

Ident.: ME-DM-ELEC-00016365.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Power Distribution Monitoring and Maintenance Function (PDMMF) is failed.	*Refer to Item 24-71-01 C/B Monitoring Function*

Dispatch Message: ELEC DRIVE 1A(1B)(2A)(2B) DISCONNECTED

Ident.: ME-DM-ELEC-00016367.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AC main generation channel 1A(1B)(2A)(2B) is failed and the associated VFG is disconnected.	*Refer to Item 24-22-01 AC Main Generation - Drive*

Dispatch Message: ELEC DRIVE 1A(1B)(2A)(2B) DISC STS UNKNOWN

Ident.: ME-DM-ELEC-00016368.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The VFG 1A(1B)(2A)(2B) disconnection has been commanded but the disconnection status is not confirmed.	*Refer to Item 24-22-01 AC Main Generation - Drive*

Dispatch Message: ELEC DRIVE 1A(1B)(2A)(2B) MAN DISC

Ident.: ME-DM-ELEC-00016370.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The manual disconnection of the VFG 1A(1B)(2A)(2B) is failed.	NO DISPATCH

Dispatch Message: ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED

Ident.: ME-DM-ELEC-00016369.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The oil filter of the VFG 1A(1B)(2A)(2B) is clogged.	*Refer to Item 24-09-02 ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED Message*

Dispatch Message: ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER MONITORING

Ident.: ME-DM-ELEC-00016366.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the oil filter is failed on the VFG 1A(1B)(2A)(2B).	*Refer to Item 24-22-03 Drive Oil Filter Monitoring*

Dispatch Message: ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO

Ident.: ME-DM-ELEC-00016372.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The oil level is low on the VFG 1A(1B)(2A)(2B).	*Refer to Item 24-09-03 ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO Message*

Dispatch Message: ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL MONITORING

Ident.: ME-DM-ELEC-00016371.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the oil level is failed on the VFG 1A(1B)(2A)(2B).	*Refer to Item 24-22-04 Drive Oil Level Monitoring*

Dispatch Message: ELEC DRIVE 1A(1B)(2A)(2B) OIL TEMP MONITORING

Ident.: ME-DM-ELEC-00025790.0001001 / 10 AUG 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the oil temperature is failed on the VFG 1A(1B)(2A)(2B).	*Refer to Item 24-22-06 Drive Oil Temperature Monitoring*

Dispatch Message: ELEC EMER DISTRIBUTION REDUNDANCY

Ident.: ME-DM-ELEC-00016375.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy of the electrical emergency distribution is failed due to: - The loss of power supply redundancy for electrical emergency network management units (EENMUs), or - The failure of the monitoring of the emergency contactors and RCCBs on one EENMU. The second onside EENMU ensure this monitoring.	*Refer to Item 24-71-02 Emergency Distribution Redundancy*

Dispatch Message: ELEC EMER NETWORK MANAGEMENT

Ident.: ME-DM-ELEC-00016376.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The management of the emergency electrical network is failed.	NO DISPATCH

Dispatch Message: ELEC EMER NETWORK PROTECTION

Ident.: ME-DM-ELEC-00016377.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The protection of the emergency electrical network is failed.	NO DISPATCH

Dispatch Message: ELEC EXT PWR 1(2)

Ident.: ME-DM-ELEC-00016378.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The external Ground Power Unit (GPU) is failed.	Not related to MEL

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The aircraft external power receptacle 1(2) or the associated External Power Control Unit (EPCU) is failed.	*Refer to Item 24-41-03 External Power Control and Receptacle*

Dispatch Message: ELEC GEN 1A(1B)(2A)(2B)

Ident.: ME-DM-ELEC-00016379.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AC main generation channel 1A(1B)(2A)(2B) is failed and the associated VFG is not disconnected.	*Refer to Item 24-22-02 AC Main Generation - Generator*
The AC main generation channel 1A(1B)(2A)(2B) is failed but the associated VFG is not disconnected, and another VFG is failed and disconnected.	*Refer to MEL 24-22-01B Main Generation - Drive*

Dispatch Message: ELEC LOAD MANAGEMENT

Ident.: ME-DM-ELEC-00016380.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Electrical Load Management Function (ELMF) is failed.	*Refer to Item 24-71-03 Load Management*

Dispatch Message: ELEC NORMAL DISTRIBUTION DEGRADED

Ident.: ME-DM-ELEC-00016381.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The normal electrical distribution is degraded due to the failure of one or more SSPC cards.	*Refer to Item 24-71-05 Normal Distribution Degraded*

Dispatch Message: ELEC NORMAL DISTRIBUTION REDUNDANCY

Ident.: ME-DM-ELEC-00016382.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy of the normal electrical distribution is failed due to: - A failure of a redundant card of the Electrical Power Distribution System, or - A failure of a redundant communication channel between one or more SSPC cards and the associated Electrical Distribution Management Unit (EDMU).	*Refer to Item 24-71-06 Normal Distribution Redundancy*

Dispatch Message: ELEC NORMAL NETWORK MANAGEMENT

Ident.: ME-DM-ELEC-00016383.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The management of the normal electrical network is failed.	NO DISPATCH

Dispatch Message: ELEC NORMAL NETWORK MANAGT DEGRADED

Ident.: ME-DM-ELEC-00016384.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The management of the normal electrical network is degraded due to the loss of one contactor.	*Refer to Item 24-71-04 Normal Network Management Degraded*

Dispatch Message: ELEC NORMAL NETWORK PROTECTION

Ident.: ME-DM-ELEC-00016385.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The protection of the normal electrical network is failed.	NO DISPATCH

Dispatch Message: ELEC RAT

Ident.: ME-DM-ELEC-00016387.0002001 / 01 DEC 23
4 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The RAT is failed.	NO DISPATCH
The RAT OUT memo is displayed on the WD. The maintenance confirms that the RAT Stow switch is failed. *Note:* *The maintenance procedure associated with the item RAT Stow switch confirms that the RAT Stow switch is failed.* **(Applicable to PRE SB A350-42-P017)**	*Refer to Item 24-24-03 RAT Stow Switch*

Dispatch Message: ELEC RAT

5 Ident.: ME-DM-ELEC-00016387.0004001 / 12 JAN 24
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
6 The RAT is failed.	NO DISPATCH

Dispatch Message: ELEC RAT HEATERS

Ident.: ME-DM-ELEC-00016388.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both RAT heaters are failed.	NO DISPATCH

Dispatch Message: ELEC RAT NOT LOCKED UP

Ident.: ME-DM-ELEC-00026169.0001001 / 01 DEC 23
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The RAT OUT memo is displayed on the WD. The RAT Stow switch is failed. **(Applicable to POST SB A350-42-P017)**	*Refer to Item 24-24-03 RAT Stow Switch*

Dispatch Message: ELEC RAT SHEDDING

Ident.: ME-DM-ELEC-00016389.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The capacity to shed loads during the emergency electrical configuration is failed.	NO DISPATCH

Dispatch Message: ELEC RAT SHEDDING REDUNDANCY

Ident.: ME-DM-ELEC-00016390.0001001 / 07 JUL 22
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The redundancy of the RAT shedding function is failed.	*Refer to Item 24-24-01 RAT Shedding Redundancy*

Dispatch Message: ELEC STATIC INV

Ident.: ME-DM-ELEC-00016391.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The static inverter is failed.	NO DISPATCH

Dispatch Message: **ELEC TR 1(2)**

Ident.: ME-DM-ELEC-00016392.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The transformer rectifier 1(2) is failed.	NO DISPATCH

Dispatch Message: **ELEC TR EMER 1(2)**

Ident.: ME-DM-ELEC-00016393.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The emergency transformer rectifier 1(2) is failed.	NO DISPATCH

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Dispatch Message: ENG 1(2) BURST DUCT DETECTION

Ident.: ME-DM-ENG_1_2-00015954.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine burst detection system is inoperative.	*Refer to Item 75-33-01 Engine Burst Duct Detection*

Dispatch Message: ENG 1(2) CORE ZONE AIR LEAK HI

Ident.: ME-DM-ENG_1_2-00019300.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature of the engine 1(2) core (zone 3) exceeded the high temperature threshold for more than 15 minutes (takeoff).	*Refer to Item 75-09-04 ENG 1(2) CORE ZONE AIR LEAK HI Message*

Dispatch Message: ENG 1(2) CORE ZONE AIR LEAK LO

Ident.: ME-DM-ENG_1_2-00019298.0001001 / 13 DEC 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature of the engine 1(2) core (zone 3) exceeded the low temperature threshold for more than 15 minutes (takeoff/climb).	*Refer to Item 75-09-03 ENG 1(2) CORE ZONE AIR LEAK LO Message*

Dispatch Message: ENG 1(2) CTL SYS

Ident.: ME-DM-ENG_1_2-00015956.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A failure affects the control of the engine.	NO DISPATCH

Dispatch Message: **ENG 1(2) EGT OVER LIMIT**

Ident.: ME-DM-ENG_1_2-00015957.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine Exhaust Gas Temperature (EGT) is above the maximum temperature threshold.	NO DISPATCH

Dispatch Message: **ENG 1(2) EIF 1**

Ident.: ME-DM-ENG_1_2-00018373.0002001 / 04 MAY 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Engine Interface Function (EIF) 1 hosted on engine 1(2) is lost.	*Refer to Item 73-25-01 Engine Interface Function*

Dispatch Message: **ENG 1(2) EIF 2**

Ident.: ME-DM-ENG_1_2-00018374.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Engine Interface Function (EIF) 2 hosted on engine 1(2) is lost.	*Refer to Item 73-25-01 Engine Interface Function*

Dispatch Message: **ENG 1(2) EIM**

Ident.: ME-DM-ENG_1_2-00016547.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Engine Interface Function (EIF) 1 and 2 are lost on engine 1(2).	NO DISPATCH

Dispatch Message: ENG 1 EMER IGN SYS

Ident.: ME-DM-ENG_1_2-00015960.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The emergency ignition system is inoperative on engine 1.	*Refer to Item 74-31-02 Emergency Ignition System*

Dispatch Message: ENG 2 EMER IGN SYS

Ident.: ME-DM-ENG_1_2-00015962.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The emergency ignition system is inoperative on engine 2.	NO DISPATCH

Dispatch Message: ENG 1(2) FAN ZONE AIR LEAK

Ident.: ME-DM-ENG_1_2-00019328.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is an air bleed leak in the starter duct hosted on engine 1(2).	*Refer to Item 75-09-01 ENG 1(2) FAN ZONE AIR LEAK Message*

Dispatch Message: ENG 1(2) FADEC IDENTIFICATION

Ident.: ME-DM-ENG_1_2-00015964.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic FADEC identification of engine 1(2) is lost.	*Refer to Item 73-21-01 Engine FADEC identification*

Dispatch Message: **ENG 1(2) FADEC SYS**

Ident.: ME-DM-ENG_1_2-00015965.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An engine FADEC is failed or the FADEC failure affects the control of the associated engine.	NO DISPATCH

Dispatch Message: **ENG 1(2) FADEC TEMP HI**

Ident.: ME-DM-ENG_1_2-00019303.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FADEC on engine 1(2) reaches the overheat temperature.	NO DISPATCH

Dispatch Message: **ENG 1(2) FAIL**

Ident.: ME-DM-ENG_1_2-00015966.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) has failed due to: - Thrust control malfunction, or - Mechanical failure detected by the turbine overspeed system, or - Low Pressure (LP) or Intermediate Pressure (IP) overspeed detected by the overspeed protection system, or - EEC overheat, or - Another unknown reason.	NO DISPATCH

Dispatch Message: ENG 1(2) FIRE BOTTLE 1(2)

Ident.: ME-DM-ENG_1_2-00015120.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance check confirms that the fire extinguishing bottle 1(2) on engine 1(2) is detected in low pressure condition.	NO DISPATCH
The maintenance check confirms that the fire extinguishing bottle 1(2) on engine 1(2) is correct. The monitoring of the associated engine fire extinguishing bottle must be considered inoperative. *Note:* *The maintenance procedure associated with the item Engine Fire extinguishing Bottle Monitoring checks the pressure of the bottle.*	*Refer to Item 26-20-01 Engine Fire Extinguishing Bottle Monitoring*

Dispatch Message: ENG 1(2) FIRE BOTTLE 1(2) SQUIB REDUNDANCY

Ident.: ME-DM-ENG_1_2-00024421.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One squib of the fire extinguishing bottle 1(2) on engine 1(2) is failed.	*Refer to Item 26-20-04 Squib Redundancy of the Engine Fire Extinguishing Bottle*

Dispatch Message: ENG 1(2) FIRE BOTTLE 1(2) SQUIBS

Ident.: ME-DM-ENG_1_2-00024422.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both squibs of the fire extinguishing bottle 1(2) on engine 1(2) are failed.	NO DISPATCH

Dispatch Message: ENG 1(2) FIRE CM CHANNEL A(B)

Ident.: ME-DM-ENG_1_2-00015110.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The channel A(B) of the engine 1(2) Conversion Module is failed.	*Refer to Item 26-10-05 Engine Conversion Module Channel*

Dispatch Message: ENG 1(2) FIRE DET

Ident.: ME-DM-ENG_1_2-00015104.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fire detection is failed on engine 1(2).	NO DISPATCH

Dispatch Message: ENG 1(2) FRONT BEARING HOUSING VENT VLV

Ident.: ME-DM-ENG_1_2-00015967.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The front bearing housing bypass valve on engine 1(2) is inoperative in the open or in the closed position.	*Refer to Item 75-24-03 Engine Front Bearing Housing Vent Bypass Valve*

Dispatch Message: ENG 1(2) FUEL FILTER CLOGGED

Ident.: ME-DM-ENG_1_2-00020860.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance check confirms that the Low Pressure (LP) fuel filter hosted in engine 1(2) is clogged. The associated LP fuel bypass valve is not open.	NO DISPATCH

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The fuel filter monitoring system has detected a clogging of the Low Pressure (LP) fuel filter on engine 1(2) and the associated LP fuel bypass valve is not open. A maintenance check confirms that there is no clogging of the Low Pressure (LP) fuel filter on engine 1(2) and the associated LP fuel bypass valve is not open. The fuel filter monitoring system of engine 1(2) is inoperative.	*Refer to Item 73-21-02 Engine Fuel Filter Monitoring System*

Dispatch Message: ENG 1+2 FUEL FILTER CLOGGED

Ident.: ME-DM-ENG_1_2-00021662.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The LP fuel filter is clogged on both engines.	NO DISPATCH

Dispatch Message: ENG 1(2) FUEL FILTER IN BYPASS

Ident.: ME-DM-ENG_1_2-00015977.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Low Pressure (LP) fuel filter hosted in engine 1(2) is clogged. The associated LP fuel bypass valve is open.	NO DISPATCH
The fuel filter monitoring system has detected a clogging of the Low Pressure (LP) fuel filter on engine 1(2) and the associated LP fuel bypass valve is open. A maintenance check confirms that there is no clogging of the Low Pressure (LP) fuel filter on engine 1(2) and the associated LP fuel bypass valve is not open. The fuel filter monitoring system of engine 1(2) is inoperative.	*Refer to Item 73-21-02 Engine Fuel Filter Monitoring System*

Dispatch Message: ENG 1+2 FUEL FILTER IN BYPASS

Ident.: ME-DM-ENG_1_2-00019330.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The LP fuel filter is clogged and bypassed on both engines.	NO DISPATCH

Dispatch Message: ENG 1(2) FUEL FILTER PARTLY CLOGGED

Ident.: ME-DM-ENG_1_2-00015974.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fuel filter monitoring system has detected an impeding clogging of the Low Pressure (LP) fuel filter on engine 1(2).	*Refer to Item 73-09-01 ENG 1(2) FUEL FILTER PARTLY CLOGGED Message*
The fuel filter monitoring system has detected an impending clogging of the Low Pressure (LP) fuel filter on engine 1(2). A maintenance check confirms that there is no impeding clogging of the Low Pressure (LP) fuel filter on engine 1(2). The fuel filter monitoring system of engine 1(2) is inoperative.	*Refer to Item 73-21-02 Engine Fuel Filter Monitoring System*

Dispatch Message: ENG 1(2) FUEL FLOW DEGRADED

Ident.: ME-DM-ENG_1_2-00015975.0001001 / 13 JAN 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fuel flow transmitter is failed, as a consequence: The Fuel Oil Heat Exchanger (FOHE) bypass annunciation is lost. On the CRUISE SD page: - The associated engine fuel flow indication (FF) is degraded (last three digits with amber dashes), - The associated fuel used indication (FU) is also degraded (last three digits with amber dashes). On the ENG SD page the associated engine fuel flow indication (FF) is degraded (last three digits with amber dashes). On the FUEL SD page: - The associated fuel used indication (FU) is degraded (last three digits with amber dashes), - The fuel used all engines indication (FU ALL ENG) is also degraded (last three digits with amber dashes), - The all engines fuel flow indication (ALL ENG FF) is also degraded (last two digits with amber dashes).	*Refer to Item 77-07-02-01 Engine Fuel Flow Indication on the ENG SD page*

Dispatch Message: ENG 1(2) FUEL HEAT EXCHANGER IN BYPASS

Ident.: ME-DM-ENG_1_2-00019289.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fuel oil heat exchanger on engine 1(2) is clogged and bypassed.	NO DISPATCH

Dispatch Message: ENG 1+2 FUEL HEAT EXCHANGER IN BYPASS

Ident.: ME-DM-ENG_1_2-00020370.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Fuel Oil Heat Exchanger (FOHE) on both engines is clogged and bypassed.	NO DISPATCH

Dispatch Message: ENG 1(2) FUEL HEAT EXCHANGER MONITORING

Ident.: ME-DM-ENG_1_2-00019293.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the fuel oil heat exchanger on engine 1(2) is failed.	*Refer to Item 73-09-04 ENG 1(2) FUEL HEAT EXCHANGER MONITORING Message*

Dispatch Message: ENG 1(2) FUEL LEAK SUSPECTED

Ident.: ME-DM-ENG_1_2-00015976.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a fuel leak between the fuel flow meter and the combustion chamber on the affected engine.	NO DISPATCH

Dispatch Message: ENG 1(2) HP FUEL VLV

Ident.: ME-DM-ENG_1_2-00015978.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The high pressure fuel valve is failed open or closed.	NO DISPATCH

Dispatch Message: ENG 1(2) HP TURBINE CASE COOLING

Ident.: ME-DM-ENG_1_2-00015979.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The HP turbine case cooling valve on engine 1(2) is inoperative in the open or in the closed position.	*Refer to Item 75-24-01 Engine HP Turbine Case Cooling Valve (HPTCC Valve)*

Dispatch Message: ENG 1(2) IGN A+B

Ident.: ME-DM-ENG_1_2-00015980.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ignition systems A and B are inoperative on engine 1(2). The associated engine cannot be started.	NO DISPATCH

Dispatch Message: ENG 1(2) INTERMEDIATE CORE ZONE AIR LEAK

Ident.: ME-DM-ENG_1_2-00019333.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is an air bleed leak in the engine 1(2) intermediate core zone.	*Refer to Item 75-09-02 ENG 1(2) INTERMEDIATE CORE ZONE AIR LEAK Message*

Dispatch Message: ENG 1(2) IP TURBINE CASE COOLING

Ident.: ME-DM-ENG_1_2-00015981.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The IP turbine case cooling valve on engine 1(2) is inoperative in the open or in the closed position.	*Refer to Item 75-24-02 Engine IP Turbine Case Cooling Valve (IPTCC Valve)*

Dispatch Message: ENG 1(2) LONG TERM MINOR FAULT

Ident.: ME-DM-ENG_1_2-00015982.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A maintenance item is failed on the affected engine.	*Refer to Item 73-09-02 ENG 1(2) LONG TERM MINOR FAULT message*

Dispatch Message: ENG 1(2) MASTER

Ident.: ME-DM-ENG_1_2-00025745.0001001 / 08 JUL 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ENG 1(2) MASTER lever position is invalid.	NO DISPATCH

Dispatch Message: ENG 1(2) N1 DEGRADED MODE

Ident.: ME-DM-ENG_1_2-00015983.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The normal N1 mode is lost. The engine reverts from N1 mode to N1 unrated reversionary mode due to the loss of all ADIRUs and sensor data of one air data.	NO DISPATCH

Dispatch Message: ENG 1(2) N1(N2)(N3) HIGH VIBRATIONS

Ident.: ME-DM-ENG_1_2-00015984.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The (N1)(N2)(N3) vibrations of the affected engine exceed the limit threshold.	NO DISPATCH

Dispatch Message: ENG 1(2) N1 MONITORING

Ident.: ME-DM-ENG_1_2-00015985.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the low pressure compressor speed (N1) is lost. The N1 indication is displayed 'XX' or two amber dashes across the last digit.	NO DISPATCH

Dispatch Message: ENG 1(2) N2 MONITORING

Ident.: ME-DM-ENG_1_2-00015986.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the intermediate pressure compressor speed (N2) is lost. The N2 indication is displayed 'XX' or two amber dashes across the last digit.	NO DISPATCH

Dispatch Message: ENG 1(2) N3 MONITORING

Ident.: ME-DM-ENG_1_2-00015987.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the high pressure compressor speed (N3) is lost. The N3 indication is displayed 'XX' or two amber dashes across the last digit.	NO DISPATCH

Dispatch Message: ENG 1(2) N1 OVER LIMIT

Ident.: ME-DM-ENG_1_2-00015988.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine N1 shaft speed is above the maximum permitted speed. A red cross '+' is displayed close to the N1 indication and the digital N1 indication is displayed in red.	NO DISPATCH

Dispatch Message: ENG 1(2) N2 OVER LIMIT

Ident.: ME-DM-ENG_1_2-00015989.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine N2 shaft speed is above the maximum permitted speed. A red cross '+' is displayed close to the N2 indication and the digital N2 indication is displayed in red.	NO DISPATCH

Dispatch Message: ENG 1(2) N3 OVER LIMIT

Ident.: ME-DM-ENG_1_2-00015990.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine N3 shaft speed is above the maximum permitted speed. A red cross '+' is displayed close to the N3 indication and the digital N3 indication is displayed in red.	NO DISPATCH

Dispatch Message: ENG 1(2) OIL CHIP DETECTED

Ident.: ME-DM-ENG_1_2-00016556.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The oil debris monitoring system has detected debris in the oil circuit of engine 1(2).	*Refer to Item 79-09-01 ENG 1(2) OIL CHIP DETECTED Message*
The oil debris monitoring system has detected debris in the oil circuit of engine 1(2). A maintenance check confirms that there are no metallic debris in the oil system of engine 1(2). The oil debris monitoring system of engine 1(2) is inoperative.	*Refer to Item 79-34-01 Engine Oil Debris Monitoring System*

Dispatch Message: ENG 1(2) OIL FILTER IN BYPASS

Ident.: ME-DM-ENG_1_2-00016549.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The oil filter monitoring system has detected a clogging in the oil circuit of engine 1(2). A maintenance check confirms that there is no clogging in the oil system of engine 1(2). The oil filter monitoring system of engine 1(2) is inoperative.	*Refer to Item 79-35-02 Engine Oil Filter Monitoring System*
The oil filter monitoring system has detected a clogging in the oil circuit of engine 1(2). A maintenance check confirms that the scavenge oil filter of engine 1(2) is clogged.	NO DISPATCH

Dispatch Message: ENG 1(2) OIL FILTER PARTLY CLOGGED

Ident.: ME-DM-ENG_1_2-00019335.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The oil filter monitoring system has detected an impending clogging in the oil circuit of engine 1(2).	*Refer to Item 79-35-01 Engine Oil System Contamination*
The oil filter monitoring system has detected an impending clogging in the oil circuit of engine 1(2). A maintenance check confirms that there is no impending clogging in the oil system of engine 1(2). The oil filter monitoring system of engine 1(2) is inoperative.	*Refer to Item 79-35-02 Engine Oil Filter Monitoring System*

Dispatch Message: ENG 1(2) OIL PRESS LO

Ident.: ME-DM-ENG_1_2-00015995.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The oil pressure of engine 1(2) is too low.	NO DISPATCH

Dispatch Message: **ENG 1(2) OIL QUANTITY MONITORING**

Ident.: ME-DM-ENG_1_2-00015996.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the oil quantity on engine 1(2) is inoperative.	*Refer to Item 79-07-01 Engine Oil Quantity Monitoring on the ENG SD page*

Dispatch Message: **ENG 1(2) OIL SYS MONITORING**

Ident.: ME-DM-ENG_1_2-00019337.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the oil system of engine 1(2) is inoperative.	*Refer to Item 79-35-03 Engine 1(2) Oil Monitoring System*

Dispatch Message: **ENG 1(2) OIL TEMP HI**

Ident.: ME-DM-ENG_1_2-00015997.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The oil temperature of engine 1(2) is too high.	NO DISPATCH

Dispatch Message: **ENG 1(2) OVERTHRUST PROTECTION**

Ident.: ME-DM-ENG_1_2-00015998.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine overthrust protection is lost.	*Refer to Item 73-25-02 Engine Overthrust Protection System*

Dispatch Message: ENG 1(2) REV MULTIPLE LOCKS FAILED LOCKED

Ident.: ME-DM-ENG_1_2-00024274.0001001 / 06 DEC 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) reverser is locked. More than one engine reverser locks are inoperative on one or two translating cowls. The associated engine reverser is inoperative. No deactivation is required to dispatch.	*Refer to Item 78-30-05B Engine 1(2) Reverser Lock*

Dispatch Message: ENG 1(2) REV ONE LOCK FAILED LOCKED

Ident.: ME-DM-ENG_1_2-00024148.0001001 / 06 DEC 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) reverser is locked. On engine 1(2), one engine reverser lock is inoperative on one translating cowl. The operation of the associated engine reverser may be recovered after deactivation of the affected lock.	*Refer to Item 78-30-05A Engine 1(2) Reverser Lock*
The engine 1(2) reverser is locked. The associated engine reverser is inoperative. No deactivation is required to dispatch.	*Refer to Item 78-30-05B Engine 1(2) Reverser Lock*

Dispatch Message: ENG 1(2) REV TERTIARY LOCKS ENERGIZED

Ident.: ME-DM-ENG_1_2-00025043.0002001 / 10 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) tertiary locks are energized.	*Refer to Item 78-09-03 ENG 1(2) REV TERTIARY LOCKS ENERGIZED Message*

Dispatch Message: ENG 1 REVERSER

Ident.: ME-DM-ENG_1_2-00016553.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1 reverser is inoperative.	*Refer to Item 78-30-01 Engine 1 Reverser*

Dispatch Message: ENG 2 REVERSER

Ident.: ME-DM-ENG_1_2-00015890.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 2 reverser is inoperative.	*Refer to Item 78-30-02 Engine 2 Reverser*

Dispatch Message: ENG 1 REVERSER CTL

Ident.: ME-DM-ENG_1_2-00016551.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of the engine 1 reverser is inoperative.	*Refer to Item 78-30-03 Engine 1 Reverser Control*

Dispatch Message: ENG 2 REVERSER CTL

Ident.: ME-DM-ENG_1_2-00015888.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of the engine 2 reverser is inoperative.	*Refer to Item 78-30-04 Engine 2 Reverser Control*

Dispatch Message: ENG 1(2) REVERSER ENERGIZED

Ident.: ME-DM-ENG_1_2-00016555.0001001 / 05 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) reverser is energized.	*Refer to Item 78-09-02A ENG 1(2) REVERSER ENERGIZED Message*

Dispatch Message: ENG 1+2 REVERSER LOCKS OPEN

Ident.: ME-DM-ENG_1_2-00018810.0001001 / 06 DEC 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One thrust reverser lock is failed in the unlocked position on three or four translating cowls. The reversers on both engines must be deactivated.	*Refer to Item 78-30-05C Engine 1(2) Reverser Lock*

Dispatch Message: ENG 1(2) REVERSER MINOR FAULT

Ident.: ME-DM-ENG_1_2-00016554.0001001 / 19 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) reverser has minor failure.	*Refer to Item 78-09-01 ENG 1(2) REVERSER MINOR FAULT Message*

Dispatch Message: ENG 1(2) REVERSER PROTECTION

Ident.: ME-DM-ENG_1_2-00018809.0002001 / 10 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two lines of defense of the thrust reverser on engine 1 or 2 are lost.	*Refer to Item 78-09-04 ENG 1(2) REVERSER PROTECTION Message*

Dispatch Message: ENG 1(2) REVERSER UNLOCKED

Ident.: ME-DM-ENG_1_2-00016550.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) reverser is unlocked.	NO DISPATCH

Dispatch Message: ENG 1(2) SHAFT PROT LOST

Ident.: ME-DM-ENG_1_2-00015999.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine low pressure or intermediate pressure shaft overspeed protection is lost.	NO DISPATCH

Dispatch Message: ENG 1(2) SHORT TERM MINOR FAULT

Ident.: ME-DM-ENG_1_2-00016000.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a minor failure on the associated engine.	*Refer to Item 73-09-03 ENG 1(2) SHORT TERM MINOR FAULT message*

Dispatch Message: ENG 1(2) SINGLE FIRE LOOP

Ident.: ME-DM-ENG_1_2-00012290.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One fire detection loop on engine 1(2) is failed.	*Refer to Item 26-10-01 Engine Fire Detection Loop*

Dispatch Message: ENG 1(2) SINGLE IGN

Ident.: ME-DM-ENG_1_2-00016001.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One ignition system (A or B) is inoperative on engine 1(2).	*Refer to Item 74-31-01 Ignition System*

Dispatch Message: ENG 1(2) STALL

Ident.: ME-DM-ENG_1_2-00016546.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An engine surge may have occurred.	NO DISPATCH

Dispatch Message: ENG 1(2) START

Ident.: ME-DM-ENG_1_2-00016002.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine 1(2) cannot be started.	NO DISPATCH

Dispatch Message: ENG 1(2) START VLV NOT CLOSED

Ident.: ME-DM-ENG_1_2-00016003.0001001 / 08 JUL 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The start valve of the engine 1(2) is failed in the open position.	*Refer to Item 80-11-01B Engine Start Valve*

Dispatch Message: ENG 1(2) START VLV NOT OPEN

Ident.: ME-DM-ENG_1_2-00019314.0001001 / 08 JUL 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The start valve of the engine 1(2) is failed in the closed position.	*Refer to Item 80-11-01A Engine Start Valve*

Dispatch Message: ENG 1(2) STATOR A-ICE VLV CLOSED

Ident.: ME-DM-ENG_1_2-00019301.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine section stator anti-ice valve on engine 1(2) is inoperative in the closed position.	NO DISPATCH

Dispatch Message: ENG 1(2) STATOR A-ICE VLV OPEN

Ident.: ME-DM-ENG_1_2-00019327.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine section stator anti-ice valve on engine 1(2) is inoperative in the open position.	*Refer to Item 75-11-01 Engine Section Stator Anti-Ice Valve*

Dispatch Message: ENG 1(2) THR LEVER

Ident.: ME-DM-ENG_1_2-00016004.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The computation of the thrust lever position is lost.	NO DISPATCH

Dispatch Message: ENG 1(2) THRUST LOSS

Ident.: ME-DM-ENG_1_2-00016005.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine thrust loss is identified during takeoff, that is not reflected by the THR indication displayed on the WD.	NO DISPATCH

Dispatch Message: ENG 1(2) TURBINE OVHT

Ident.: ME-DM-ENG_1_2-00016007.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature of the engine turbine cooling air reaches the overheat threshold. The turbine discs integrity may be affected.	NO DISPATCH

Dispatch Message: ENG 1(2) VIBRATIONS MONITORING

Ident.: ME-DM-ENG_1_2-00025041.0001001 / 16 APR 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The engine N1(N2)(N3) vibrations monitoring is lost. The N1(N2)(N3) vibration indication is amber crossed 'XX' on the ENG SD page.	*Refer to Item 77-07-02-02 Engine Vibrations Monitoring on the ENG SD page*

Intentionally left blank

Dispatch Message: ENG GA SOFT

Ident.: ME-DM-ENG-00020842.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The go-around soft function is inoperative.	*Refer to Item 22-10-09 Go-Around Soft Function*

Dispatch Message: ENG START SELECTOR

Ident.: ME-DM-ENG-00019313.0001001 / 14 APR 22
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ENG START Selector is failed. The engines cannot be started.	NO DISPATCH
The monitoring of the ENG START Selector is failed. The flight crew confirms that only the monitoring of the ENG START Selector is failed by checking that the ENG START Selector is operative.	*Refer to Item 73-09-05A ENG START SELECTOR MESSAGE*

Dispatch Message: ENG TYPE DISAGREE

Ident.: ME-DM-ENG-00016008.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is an engine type disagreement, either the engines do not have the same rating, or the redline value is not identical.	NO DISPATCH

Intentionally left blank

Dispatch Message: **EXT LT BEACON LT**

Ident.: ME-DM-EXT_LT-00016182.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more beacon lights are failed. Note: *The EXT LT BEACON LT message may be displayed when the Beacon light is partially failed. In the case of partial failure, there is no visual effect on the light itself, but the luminosity requirement is not fulfilled anymore. The beacon light must be considered inoperative.*	*Refer to Item 33-40-01 Beacon Light*

Dispatch Message: **EXT LT CTL**

Ident.: ME-DM-EXT_LT-00019267.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The exterior light control is failed.	NO DISPATCH

Dispatch Message: **EXT LT CTL DEGRADED**

Ident.: ME-DM-EXT_LT-00016183.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The exterior light control is degraded.	*Refer to Item 33-40-11 Exterior Light Control Degraded*

Dispatch Message: EXT LT LDG LT

Ident.: ME-DM-EXT_LT-00016184.0001001 / 03 FEB 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The landing light function is failed due to the failure of four or more bulbs.	*Refer to Item 33-40-02B Landing Light*

Dispatch Message: EXT LT LDG LT

2 Ident.: ME-DM-EXT_LT-00016184.0002001 / 16 APR 19
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The landing light function is failed due to the failure of both landing lights.	*Refer to Item 33-40-02B Landing Light*

Dispatch Message: EXT LT NAV LT 1

Ident.: ME-DM-EXT_LT-00012289.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more NAV lights 1 are failed.	*Refer to Item 33-40-04 NAV Light 1*

Dispatch Message: EXT LT PART LDG LT

Ident.: ME-DM-EXT_LT-00016185.0001001 / 03 FEB 16
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The landing light function is partially failed due to the failure of two or three bulbs.	*Refer to Item 33-40-02A Landing Light*

Dispatch Message: **EXT LT PART LDG LT**

4 Ident.: ME-DM-EXT_LT-00016185.0002001 / 16 APR 19
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The landing light function is partially failed due to the failure of one landing light.	*Refer to Item 33-40-02A Landing Light*

Dispatch Message: **EXT LT STROBE LT**

Ident.: ME-DM-EXT_LT-00016186.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more strobe lights are failed.	*Refer to Item 33-40-07 Strobe Light*

Dispatch Message: **EXT LT TAKEOFF LT**

Ident.: ME-DM-EXT_LT-00016187.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The takeoff light function is failed.	*Refer to Item 33-40-09 Takeoff Light Function*

Dispatch Message: **EXT LT TAXI OR RWY TURN OFF LT**

Ident.: ME-DM-EXT_LT-00016188.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The taxi and runway turn off light function is failed.	*Refer to Item 33-40-06 Taxi and Runway Turn Off Light Function*

Dispatch Message: **EXT LT WING ENGINE 1(2) SCAN LT**

Ident.: ME-DM-EXT_LT-00016189.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left (right) wing and engine scan light is failed.	*Refer to Item 33-40-10A Wing and Engine Scan Light*
The left and right wing and engine scan lights are failed.	*Refer to Item 33-40-10B Wing and Engine Scan Light*

Dispatch Message: F/CTL ADR/IR/ISIS DATA REDUNDANCY

Ident.: ME-DM-F_CTL-00024594.0001001 / 06 DEC 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A communication link between one PRIM and one ADR, or IR, or ISIS is failed.	*Refer to Item 27-09-08 F/CTL ADR/IR/ISIS DATA REDUNDANCY Message*

Dispatch Message: F/CTL AILERON PRESSURE SENSOR

Ident.: ME-DM-F_CTL-00018664.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure sensors used to ensure the double pressurization of the outer ailerons are failed.	*Refer to Item 27-14-03 Outer Aileron Pressure Sensor*

Dispatch Message: F/CTL BKUP CTL

Ident.: ME-DM-F_CTL-00018695.0001001 / 09 APR 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The backup control of the flight control actuators is energized.	*Refer to Item 27-99-01 Electrical Backup Function*

Dispatch Message: F/CTL CAPT+F/O RUDDER PEDALS

Ident.: ME-DM-F_CTL-00024562.0001001 / 06 DEC 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of both CAPT and F/O rudder pedals is lost.	NO DISPATCH

Dispatch Message: **F/CTL DIFF FLAP SETTING**

Ident.: ME-DM-F_CTL-00017150.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An Active Differential Gearbox (ADGB) is jammed.	NO DISPATCH

Dispatch Message: **F/CTL ELEVATOR ACTUATOR**

Ident.: ME-DM-F_CTL-00018675.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One actuator of the elevator is failed.	NO DISPATCH

Dispatch Message: **F/CTL ELEC STATUS**

Ident.: ME-DM-F_CTL-00019246.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The connection for monitoring between the PRIMs and the electrical power center is failed.	NO DISPATCH

Dispatch Message: **F/CTL FCDC 1**

Ident.: ME-DM-F_CTL-00018692.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FCDC 1 hosted on CPIOM J71 is failed.	NO DISPATCH

Dispatch Message: **F/CTL FCDC 2**

Ident.: ME-DM-F_CTL-00018693.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FCDC 2 hosted on CPIOM J72 is failed.	*Refer to Item 27-96-01 FCDC 2*

Dispatch Message: F/CTL FCDC 1+2

Ident.: ME-DM-F_CTL-00018694.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both FCDCs hosted on CPIOMs J71 and J72 are failed.	NO DISPATCH

Dispatch Message: F/CTL FLAP 1 ADGB BRK

Ident.: ME-DM-F_CTL-00017151.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ADGB power-off brake connected to FLAP SYS 1 is failed.	*Refer to Item 27-51-06 Flap System 1 ADGB Brake*

Dispatch Message: F/CTL FLAP 1 SAFETY TEST REQUIRED

Ident.: ME-DM-F_CTL-00017152.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic safety test of the flap system 1 was not launched during the previous flight. When the maintenance manually perform the test, the dispatch message disappears from the DISPATCH page.	Not related to MEL
The automatic safety test of the flap system 1 was not launched during the previous flight. The flap system 1 must be considered inoperative.	*Refer to Item 27-51-01 Flap System 1*

Dispatch Message: F/CTL FLAP 2 SAFETY TEST REQUIRED

Ident.: ME-DM-F_CTL-00018748.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic safety test of the flap system 2 was not launched during the previous flight. When the maintenance manually perform the test, the dispatch message disappears from the DISPATCH page.	Not related to MEL
The automatic safety test of the flap system 2 was not launched during the previous flight. The flap system 2 must be considered inoperative.	*Refer to Item 27-51-02 Flap System 2*

Dispatch Message: F/CTL FLAP ADGB

Ident.: ME-DM-F_CTL-00017153.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both Active Differential Gearbox (ADGB) are failed.	*Refer to Item 27-51-05 Flap ADGB Control*

Dispatch Message: F/CTL FLAPS LEVER SYS 1(2)

Ident.: ME-DM-F_CTL-00017159.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FLAPS lever system 1(2) is failed.	NO DISPATCH

Dispatch Message: F/CTL FLAP PCU 1

Ident.: ME-DM-F_CTL-00023529.0002001 / 06 SEP 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Power Control Unit of the flap system 1 is failed.	*Refer to Item 27-51-07 Flap PCU 1*

Dispatch Message: **F/CTL FLAP PCU 2**

Ident.: ME-DM-F_CTL-00017154.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Power Control Unit of the flap system 2 is failed.	*Refer to Item 27-51-03 Flap PCU 2*

Dispatch Message: **F/CTL FLAP SYS 1**

Ident.: ME-DM-F_CTL-00017155.0002001 / 06 SEP 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The flap system 1 is failed.	*Refer to Item 27-51-01 Flap System 1*

Dispatch Message: **F/CTL FLAP SYS 2**

Ident.: ME-DM-F_CTL-00017156.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The flap system 2 is failed.	*Refer to Item 27-51-02 Flap System 2*

Dispatch Message: **F/CTL FLAP SYS 1+2**

Ident.: ME-DM-F_CTL-00017157.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both flap systems are failed.	NO DISPATCH

Dispatch Message: **F/CTL FLAPS TIP BRK SENSOR**

Ident.: ME-DM-F_CTL-00017160.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A flap WTB proximity sensor is failed.	*Refer to Item 27-51-04 Flap Wing Tip Brake Sensor*

Dispatch Message: F/CTL FLAPS TIP BRK SOLENOID

Ident.: ME-DM-F_CTL-00025727.0001001 / 08 JUL 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A wing tip brake solenoid coil is failed.	NO DISPATCH

Dispatch Message: F/CTL FLAPS TIP BRK TEST REQUIRED

Ident.: ME-DM-F_CTL-00017161.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic test of the flaps' tip brakes was not launched during the previous flight. When the maintenance manually perform the test, the dispatch message disappears from the DISPATCH page.	Not related to MEL
The automatic test of the flaps' tip brakes was not launched during the previous flight. No maintenance is available to manually perform the test.	*Refer to Item 27-09-05 F/CTL FLAPS TIP BRK TEST REQUIRED Message*

Dispatch Message: F/CTL GND SPLRs

Ident.: ME-DM-F_CTL-00018699.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of the ground spoilers is lost.	*Refer to Item 27-92-02 Ground Spoiler Control System*

Dispatch Message: F/CTL GYRO/ACCLMTR REDUNDANCY

Ident.: ME-DM-F_CTL-00018713.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The direct acquisition of accelerometer and gyrometer data in one PRIM is failed.	NO DISPATCH

Dispatch Message: F/CTL HYD SENSOR

Ident.: ME-DM-F_CTL-00018712.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two hydraulic sensors are failed.	*Refer to Item 27-09-01 F/CTL HYD SENSOR Message*

Dispatch Message: F/CTL INR AILERON ELEC ACTUATOR

Ident.: ME-DM-F_CTL-00018663.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The EHA of an inner aileron is failed.	NO DISPATCH

Dispatch Message: F/CTL INR FLAP MOVING DAMPER

Ident.: ME-DM-F_CTL-00019787.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The moving damper of one inner flap is failed.	NO DISPATCH

Dispatch Message: **F/CTL INR FLAP MOVING DAMPER DATA**

Ident.: ME-DM-F_CTL-00019788.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the moving damper of one inner flap is failed.	NO DISPATCH

Dispatch Message: **F/CTL INR FLAPS LOAD SENSOR DISAGREE**

Ident.: ME-DM-F_CTL-00017162.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a discrepancy between the load sensor connected to flap system 1 and the load sensor connected to flap system 2 for the inner flap.	*Refer to Item 27-09-03 F/CTL INR FLAPS LOAD SENSOR DISAGREE Message*

Dispatch Message: **F/CTL L(R) ELEVATOR**

Ident.: ME-DM-F_CTL-00018676.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left(right) elevator surface is failed.	NO DISPATCH

Dispatch Message: **F/CTL L(R) ELEVATOR ELEC ACTUATOR REDUND**

Ident.: ME-DM-F_CTL-00025104.0001001 / 11 JUN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure sensor of the EHA of the left(right) elevator is failed.	*Refer to Item 27-34-01 Elevator Elec Actuator Redundancy*

Dispatch Message: **F/CTL L(R) INR(OUTR) AILERON**

Ident.: ME-DM-F_CTL-00018662.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left(right) inner(outer) aileron is failed due to the loss of both associated actuators.	NO DISPATCH

Dispatch Message: **F/CTL L(R) INR AILERON Y ACTUATOR**

Ident.: ME-DM-F_CTL-00018737.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The yellow hydraulic actuator of the inner aileron on the left(right) wing is failed.	*Refer to Item 27-14-04 Inner Aileron Hydraulic Actuator*

Dispatch Message: **F/CTL L(R) INR AIL ELEC ACTUATOR REDUND**

Ident.: ME-DM-F_CTL-00025105.0001001 / 11 JUN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure sensor of the EHA of the left(right) inner aileron is failed.	*Refer to Item 27-14-05 Inner Aileron Elec Actuator Redundancy*

Dispatch Message: **F/CTL L(R) INR FLAP MOVING DAMPER SENSOR**

Ident.: ME-DM-F_CTL-00019789.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The oil level sensor of the moving damper of the left(right) inner flap is failed.	NO DISPATCH

Dispatch Message: **F/CTL L(R) OUTR AILERON G ACTUATOR**

Ident.: ME-DM-F_CTL-00023087.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green actuator of the outer aileron on the left(right) wing is failed.	*Refer to Item 27-14-01 Outer Aileron Green Hydraulic Actuator*

Dispatch Message: **F/CTL L(R) OUTR AILERON Y ACTUATOR**

Ident.: ME-DM-F_CTL-00023088.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The yellow actuator of the outer aileron on the left(right) wing is failed.	*Refer to Item 27-14-02 Outer Aileron Yellow Hydraulic Actuator*

Dispatch Message: **F/CTL L(R) OUTR FLAP LOAD SENSOR DISAGREE**

Ident.: ME-DM-F_CTL-00017163.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a discrepancy between the load sensor associated with flap system 1 and the load sensor associated with flap system 2 for the outer flap on the left(right) wing.	*Refer to Item 27-09-04 F/CTL L(R) OUTR FLAP LOAD SENSOR DISAGREE Message*

Dispatch Message: **F/CTL L(R) SIDESTICK**

Ident.: ME-DM-F_CTL-00018697.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control of the left(right) sidestick is failed.	NO DISPATCH

Dispatch Message: F/CTL L(R) SPLR 1

Ident.: ME-DM-F_CTL-00018730.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left(right) spoiler 1 is failed.	*Refer to Item 27-64-01 Spoiler 1*

Dispatch Message: F/CTL L(R) SPLR 2

Ident.: ME-DM-F_CTL-00018731.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left(right) spoiler 2 is failed.	*Refer to Item 27-64-02 Spoiler 2*

Dispatch Message: F/CTL L(R) SPLR 3

Ident.: ME-DM-F_CTL-00018732.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left(right) spoiler 3 is failed.	*Refer to Item 27-64-03 Spoiler 3*

Dispatch Message: F/CTL L(R) SPLR 4

Ident.: ME-DM-F_CTL-00018733.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left(right) spoiler 4 is failed.	*Refer to Item 27-64-04 Spoiler 4*

Dispatch Message: F/CTL L(R) SPLR 5

Ident.: ME-DM-F_CTL-00018734.0002001 / 12 MAY 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left(right) spoiler 5 is failed.	*Refer to Item 27-64-08 Spoiler 5*

Dispatch Message: F/CTL L(R) SPLR 5 ACTUATOR REDUNDANCY

Ident.: ME-DM-F_CTL-00025103.0001001 / 12 MAY 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature sensor of the EBHA of the left(right) spoiler 5 is failed.	*Refer to Item 27-64-07 Spoiler 5 Actuator Redundancy*

Dispatch Message: F/CTL L(R) SPLR 6

Ident.: ME-DM-F_CTL-00018735.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left(right) spoiler 6 is failed.	*Refer to Item 27-64-05 Spoiler 6*

Dispatch Message: F/CTL L(R) SPLR 7

Ident.: ME-DM-F_CTL-00018736.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The left(right) spoiler 7 is failed.	*Refer to Item 27-64-06 Spoiler 7*

Dispatch Message: F/CTL LAWS REDUNDANCY

Ident.: ME-DM-F_CTL-00024563.0001001 / 06 DEC 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two PRIMs have lost the capability to compute the normal law.	NO DISPATCH

Dispatch Message: F/CTL LOAD ALLEVIATION

Ident.: ME-DM-F_CTL-00019786.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The load alleviation function is failed.	NO DISPATCH

Dispatch Message: **F/CTL MOST ACCELEROMETERS**

Ident.: ME-DM-F_CTL-00018711.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Three or more accelerometers are failed.	*Refer to Item 27-09-02 F/CTL MOST ACCELEROMETERS Message*

Dispatch Message: **F/CTL MOST GND STATUS INPUTS**

Ident.: ME-DM-F_CTL-00024101.0001001 / 02 FEB 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ground detection by the PRIMs is degraded.	NO DISPATCH

Dispatch Message: **F/CTL MOST GYROMETERS**

Ident.: ME-DM-F_CTL-00018710.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Three or more gyrometers are failed.	NO DISPATCH

Dispatch Message: **F/CTL MULTIPLE BUSES**

Ident.: ME-DM-F_CTL-00018728.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two flight control computers (PRIM or SEC) have lost at least one 1553 bus.	NO DISPATCH

Dispatch Message: **F/CTL ONE GYRO/ACCLMTR**

Ident.: ME-DM-F_CTL-00025026.0001001 / 05 FEB 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One gyrometer or one accelerometer is failed.	*Refer to Item 27-92-06 Gyrometer*

Dispatch Message: **F/CTL PART GND STATUS INPUTS**

Ident.: ME-DM-F_CTL-00024276.0001001 / 01 JUN 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ground detection by the PRIMs is partially degraded.	*Refer to Item 27-09-07 F/CTL PART GND STATUS INPUTS Message*

Dispatch Message: **F/CTL PRIM 1**

Ident.: ME-DM-F_CTL-00018683.0002001 / 01 JUN 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
PRIM 1 is failed.	*Refer to Item 27-93-01 PRIM 1*

Dispatch Message: **F/CTL PRIM 1 TAIL BUS**

Ident.: ME-DM-F_CTL-00018714.0002001 / 01 JUN 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The 1553 bus that connects the PRIM 1 to the tail actuators is failed.	*Refer to Item 27-91-01 PRIM 1 Tail Bus*

Dispatch Message: **F/CTL PRIM 1 WING BUS**

Ident.: ME-DM-F_CTL-00018715.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both 1553 busses that connect the PRIM 1 to the wing actuators are failed.	*Refer to Item 27-91-02 PRIM 1 Wing Bus*

Dispatch Message: **F/CTL PRIM 2**

Ident.: ME-DM-F_CTL-00018684.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
PRIM 2 is failed.	*Refer to Item 27-93-02 PRIM 2*

Dispatch Message: **F/CTL PRIM 2 TAIL BUS**

Ident.: ME-DM-F_CTL-00018718.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The 1553 bus that connects the PRIM 2 to the tail actuators is failed.	*Refer to Item 27-91-05 PRIM 2 Tail Bus*

Dispatch Message: **F/CTL PRIM 2 WING BUS**

Ident.: ME-DM-F_CTL-00018719.0001001 / 07 JUL 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One 1553 bus that connects the PRIM 2 to the wing actuators is failed.	*Refer to Item 27-91-06A PRIM 2 Wing Bus*

Dispatch Message: **F/CTL PRIM 2 L+R WING BUSES**

Ident.: ME-DM-F_CTL-00018720.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both 1553 busses that connect the PRIM 2 to the left and right wings actuators are failed.	*Refer to Item 27-91-06 PRIM 2 Wing Bus*

Dispatch Message: **F/CTL PRIM 3**

Ident.: ME-DM-F_CTL-00018685.0003001 / 01 JUN 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
PRIM 3 is failed.	*Refer to Item 27-93-03 PRIM 3*

Dispatch Message: **F/CTL PRIM 3 TAIL BUS**

Ident.: ME-DM-F_CTL-00018724.0003001 / 01 JUN 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The 1553 bus that connects the PRIM 3 to the tail actuators is failed.	*Refer to Item 27-91-09 PRIM 3 Tail Bus*

Dispatch Message: **F/CTL PRIM 3 WING BUS**

Ident.: ME-DM-F_CTL-00018725.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both 1553 busses that connect the PRIM 3 to the wing actuators are failed.	*Refer to Item 27-91-10 PRIM 3 Wing Bus*

Dispatch Message: **F/CTL PRIM 1(2)(3) SAFETY TEST**

Ident.: ME-DM-F_CTL-00018682.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The PRIM 1(2)(3) automatic test has not been performed. When the maintenance manually perform the test, the dispatch message disappears from the DISPATCH page.	Not related to MEL

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The PRIM 1(2)(3) automatic test has not been performed. No maintenance is available to manually perform the test.	NO DISPATCH

Dispatch Message: F/CTL PRIM 1(2)(3) SIDESTICK SENSOR

Ident.: ME-DM-F_CTL-00018706.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more sidestick sensors connected to PRIM 1(2)(3) are failed.	*Refer to Item 27-92-05 PRIM Sidestick Sensor*

Dispatch Message: F/CTL PRIM VERSION DISAGREE

Ident.: ME-DM-F_CTL-00018686.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One PRIM has a different P/N than the other PRIMs.	NO DISPATCH

Dispatch Message: F/CTL PRIMs PIN PROG DISAGREE

Ident.: ME-DM-F_CTL-00020811.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The configuration of the PRIMs are not the same.	*Refer to Item 22-09-04 F/CTL PRIMs PIN PROG DISAGREE Message*

Dispatch Message: F/CTL RUDDER

Ident.: ME-DM-F_CTL-00018673.0001001 / 01 JUL 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two or three actuators of the rudder are failed.	NO DISPATCH

Dispatch Message: F/CTL RUDDER ELEC ACTUATOR

Ident.: ME-DM-F_CTL-00018672.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The electrical actuator of the rudder is failed.	NO DISPATCH

Dispatch Message: F/CTL RUDDER ELEC ACTUATOR REDUNDANCY

Ident.: ME-DM-F_CTL-00025106.0001001 / 11 JUN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure sensor of the EHA of the rudder is failed.	*Refer to Item 27-24-04 Rudder Elec Actuator Redundancy*

Dispatch Message: F/CTL RUDDER G(Y) ACTUATOR

1 Ident.: ME-DM-F_CTL-00018671.0002001 / 12 JAN 24
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green(yellow) hydraulic actuator of the rudder is failed or the pressure sensor used to ensure the hydraulic-hydraulic double pressurization of the rudder hydraulic actuators is failed. **(Applicable to POST SB A350-42-P017)**	*Refer to Item 27-24-01 Rudder Hydraulic Actuator*
The green(yellow) hydraulic actuator of the rudder is failed. **(Applicable to PRE SB A350-42-P017)**	*Refer to Item 27-24-01 Rudder Hydraulic Actuator*

Dispatch Message: F/CTL RUDDER G(Y) ACTUATOR

Ident.: ME-DM-F_CTL-00018671.0003001 / 12 JAN 24
2 **Applicable to: B-18919**

AIRCRAFT STATUS	CONDITION OF DISPATCH
3 The green(yellow) hydraulic actuator of the rudder is failed or the pressure sensor used to ensure the hydraulic-hydraulic double pressurization of the rudder hydraulic actuators is failed.	*Refer to Item 27-24-01 Rudder Hydraulic Actuator*

Dispatch Message: F/CTL RUDDER G(Y) ACTUATOR SECURED

Ident.: ME-DM-F_CTL-00025762.0001001 / 08 JUL 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A rudder hydraulic actuator is failed associated with the display of the F/CTL RUDDER G(Y) ACTUATOR message on the DISPATCH page. After the activation of the hydraulic and electrical actuator double pressurization, the F/CTL RUDDER G(Y) ACTUATOR SECURED message appears on the DISPATCH page.	*Refer to Item 27-24-01 Rudder Hydraulic Actuator*

Dispatch Message: F/CTL RUDDER PEDAL SENSOR

Ident.: ME-DM-F_CTL-00018704.0001001 / 06 DEC 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two PRIMs have lost the position of the rudder pedals.	NO DISPATCH

Dispatch Message: F/CTL RUDDER PRESSURE SENSOR

4 Ident.: ME-DM-F_CTL-00018674.0002001 / 12 JAN 24
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The rudder actuators double pressurization is inoperative. **(Applicable to POST SB A350-42-P017)**	NO DISPATCH
The pressure sensors used to ensure the double pressurization of the rudder hydraulic actuators are failed. **(Applicable to PRE SB A350-42-P017)**	*Refer to Item 27-24-02 Rudder Pressure Sensor*
A rudder hydraulic actuator is failed. After the deactivation of the affected rudder hydraulic actuator, the message appears on the DISPATCH page. **(Applicable to PRE SB A350-42-P017)**	*Refer to Item 27-24-01 Rudder Hydraulic Actuator*

Dispatch Message: F/CTL RUDDER PRESSURE SENSOR

Ident.: ME-DM-F_CTL-00018674.0003001 / 12 JAN 24

5 **Applicable to: B-18919**

AIRCRAFT STATUS	CONDITION OF DISPATCH
6 The rudder actuators double pressurization is inoperative.	NO DISPATCH

Dispatch Message: F/CTL RUDDER TRIM 1(2)

Ident.: ME-DM-F_CTL-00018667.0001001 / 13 APR 16

Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The rudder trim system 1(2) is failed.	*Refer to Item 27-22-01A Rudder Trim System*

Dispatch Message: **F/CTL RUDDER TRIM 1+2**

Ident.: ME-DM-F_CTL-00018670.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both rudder trim systems are failed.	*Refer to Item 27-22-01B Rudder Trim System*

Dispatch Message: **F/CTL RUDDER TRIM RESET P/B**

Ident.: ME-DM-F_CTL-00018666.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The RUDDER TRIM RESET pb is failed.	*Refer to Item 27-02-01 RUDDER TRIM RESET pb*

Dispatch Message: **F/CTL RUDDER TRIM SELECTOR**

Ident.: ME-DM-F_CTL-00018665.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The RUDDER TRIM selector is failed.	*Refer to Item 27-02-02 RUDDER TRIM selector*

Dispatch Message: **F/CTL SEC 1**

Ident.: ME-DM-F_CTL-00018688.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
SEC 1 is failed.	*Refer to Item 27-94-01 SEC 1*

Dispatch Message: **F/CTL SEC 1 TAIL BUS**

Ident.: ME-DM-F_CTL-00018716.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The 1553 bus that connects the SEC 1 to the tail actuators is failed.	*Refer to Item 27-91-03 SEC 1 Tail Bus*

Dispatch Message: **F/CTL SEC 1 WING BUS**

Ident.: ME-DM-F_CTL-00018717.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both 1553 busses that connect the SEC 1 to the wing actuators are failed.	*Refer to Item 27-91-04 SEC 1 Wing Bus*

Dispatch Message: **F/CTL SEC 2**

Ident.: ME-DM-F_CTL-00018689.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
SEC 2 is failed.	*Refer to Item 27-94-02 SEC 2*

Dispatch Message: **F/CTL SEC 2 TAIL BUS**

Ident.: ME-DM-F_CTL-00018721.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The 1553 bus that connects the SEC 2 to the tail actuators is failed.	*Refer to Item 27-91-07 SEC 2 Tail Bus*

Dispatch Message: **F/CTL SEC 2 WING BUS**

Ident.: ME-DM-F_CTL-00018722.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One 1553 bus that connects the SEC 2 to the left or right wing actuators is failed.	*Refer to Item 27-91-08A SEC 2 Wing Bus*

Dispatch Message: **F/CTL SEC 2 L+R WING BUSES**

Ident.: ME-DM-F_CTL-00018723.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both 1553 busses that connect the SEC 2 to the left and right wings actuators are failed.	*Refer to Item 27-91-08 SEC 2 Wing Bus*

Dispatch Message: **F/CTL SEC 3**

Ident.: ME-DM-F_CTL-00018690.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
SEC 3 is failed.	*Refer to Item 27-94-03 SEC 3*

Dispatch Message: **F/CTL SEC 3 TAIL BUS**

Ident.: ME-DM-F_CTL-00018726.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The 1553 bus that connects the SEC 3 to the tail actuators is failed.	*Refer to Item 27-91-11 SEC 3 Tail Bus*

Dispatch Message: F/CTL SEC 3 WING BUS

Ident.: ME-DM-F_CTL-00018727.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both 1553 busses that connect the SEC 3 to the wing actuators are failed.	*Refer to Item 27-91-12 SEC 3 Wing Bus*

Dispatch Message: F/CTL SEC 1(2)(3) SAFETY TEST

Ident.: ME-DM-F_CTL-00018691.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The SEC 1(2)(3) automatic test has not been performed. When the maintenance manually perform the test, the dispatch message disappears from the DISPATCH page.	Not related to MEL
The SEC 1(2)(3) automatic test has not been performed. No maintenance is available to manually perform the test.	NO DISPATCH

Dispatch Message: F/CTL SEC VERSION DISAGREE

Ident.: ME-DM-F_CTL-00018687.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One SEC has a different P/N than the other SECs.	NO DISPATCH

Dispatch Message: F/CTL SIDESTICK PRIORITY

Ident.: ME-DM-F_CTL-00018701.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The sidestick priority function is failed.	NO DISPATCH

Dispatch Message: F/CTL SIDESTICK PRIORITY REDUNDANCY

Ident.: ME-DM-F_CTL-00018702.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or two PRIMs have lost the sidestick priority function on one or both sidesticks. The remaining PRIM(s) still has the sidestick priority function on both sidesticks.	*Refer to Item 27-92-03 Sidestick Priority Redundancy*

Dispatch Message: F/CTL SIDESTICK SENSORS

Ident.: ME-DM-F_CTL-00018707.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more sidestick sensors connected to two PRIMs are failed.	NO DISPATCH

Dispatch Message: F/CTL SLAT 2 HYD MECH

Ident.: ME-DM-F_CTL-00022156.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An hydro-mechanical failure has been detected in the slats system 2.	NO DISPATCH

Dispatch Message: F/CTL SLAT 1 SAFETY TEST REQUIRED

Ident.: ME-DM-F_CTL-00017164.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic safety test of the slat system 1 was not launched during the previous flight. When the maintenance manually perform the test, the dispatch message disappears from the DISPATCH page.	Not related to MEL

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic safety test of the slat system 1 was not launched during the previous flight. The slat system 1 must be considered inoperative.	*Refer to Item 27-81-01 Slat System 1*

Dispatch Message: F/CTL SLAT 2 SAFETY TEST REQUIRED

Ident.: ME-DM-F_CTL-00018749.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic safety test of the slat system 2 was not launched during the previous flight. When the maintenance manually perform the test, the dispatch message disappears from the DISPATCH page.	Not related to MEL
The automatic safety test of the slat system 2 was not launched during the previous flight. The slat system 2 must be considered inoperative.	*Refer to Item 27-81-02 Slat System 2*

Dispatch Message: F/CTL SLAT SYS 1

Ident.: ME-DM-F_CTL-00017165.0001001 / 13 APR 23
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The slat system 1 is failed.	*Refer to Item 27-81-01 Slat System 1*
The dispatch message appears during taxi with no associated alert on ECAM and disappears after a reset of the slat system 1 as per FCOM reset table.	Not related to MEL

Dispatch Message: F/CTL SLAT SYS 2

Ident.: ME-DM-F_CTL-00017166.0001001 / 13 APR 23
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The slat system 2 is failed.	*Refer to Item 27-81-02 Slat System 2*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The dispatch message appears during taxi with no associated alert on ECAM and disappears after a reset of the slat system 2 as per FCOM reset table.	Not related to MEL

Dispatch Message: **F/CTL SLAT SYS 1+2**

Ident.: ME-DM-F_CTL-00017167.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both slat systems are failed.	NO DISPATCH

Dispatch Message: **F/CTL SLATS TIP BRK SENSOR**

Ident.: ME-DM-F_CTL-00017168.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A slat WTB proximity sensor is failed.	*Refer to Item 27-81-03 Slat Wing Tip Brake Sensor*

Dispatch Message: **F/CTL SLATS TIP BRK TEST REQUIRED**

Ident.: ME-DM-F_CTL-00017169.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic test of the slats' tip brakes was not launched during the previous flight. When the maintenance manually perform the test, the dispatch message disappears from the DISPATCH page.	Not related to MEL
The automatic test of the slats' tip brakes was not launched during the previous flight. No maintenance is available to manually perform the test.	*Refer to Item 27-09-06 F/CTL SLATS TIP BRK TEST REQUIRED Message*

Dispatch Message: F/CTL SLAT/FLAP SYS COMMUNICATION

Ident.: ME-DM-F_CTL-00018703.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more PRIMs have lost 2 out of 3 sources for slats/flaps status.	NO DISPATCH

Dispatch Message: F/CTL SPEED BRAKES

Ident.: ME-DM-F_CTL-00018698.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The manual control of the speed brakes is failed.	*Refer to Item 27-92-01 Speed Brakes Manual Control System*

Dispatch Message: F/CTL SPLR HYD MECH

Ident.: ME-DM-F_CTL-00018729.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An hydro-mechanical failure has been detected on one spoiler.	NO DISPATCH

Dispatch Message: F/CTL STABILIZER

Ident.: ME-DM-F_CTL-00018679.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The stabilizer is failed.	NO DISPATCH

Dispatch Message: **F/CTL STABILIZER E1 ACTUATOR**

Ident.: ME-DM-F_CTL-00018677.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The electrical motor E1 of the stabilizer is failed.	*Refer to Item 27-44-01 Stabilizer Electrical Motor E1*

Dispatch Message: **F/CTL STABILIZER E3 ACTUATOR**

Ident.: ME-DM-F_CTL-00018678.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The electrical motor E3 of the stabilizer is failed.	*Refer to Item 27-44-02 Stabilizer Electrical Motor E3*

Dispatch Message: **F/CTL TURBULENCE DAMPING**

Ident.: ME-DM-F_CTL-00022161.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The turbulence damping function is failed.	*Refer to Item 27-92-07 Turbulence Damping Function*

Dispatch Message: **F/CTL TWO GYRO/ACCLMTRs**

Ident.: ME-DM-F_CTL-00025027.0001001 / 05 FEB 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two gyrometers or accelerometers are failed.	NO DISPATCH

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Dispatch Message: FIRE PROTECTION FUNCTION 1

Ident.: ME-DM-FIRE-00015116.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fire protection function 1 within CPIOM J21 is failed.	*Refer to Item 26-10-07 Fire Protection Function 1*

Dispatch Message: FIRE PROTECTION FUNCTION 2

Ident.: ME-DM-FIRE-00015117.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fire protection function 2 within CPIOM J22 is failed.	*Refer to Item 26-10-08 Fire Protection Function 2*

Dispatch Message: FIRE PROTECTION FUNCTION 3

Ident.: ME-DM-FIRE-00015118.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fire protection function 3 within CPIOM J23 is failed.	*Refer to Item 26-10-09 Fire Protection Function 3*

Dispatch Message: FIRE PROTECTION FUNCTION 4

Ident.: ME-DM-FIRE-00015119.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fire protection function 4 within CPIOM J24 is failed.	*Refer to Item 26-10-10 Fire Protection Function 4*

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Dispatch Message: FUEL APU FEED ISOL VLV

Ident.: ME-DM-FUEL-00016105.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU feed isolation valve is failed.	*Refer to Item 28-22-02 APU Feed Isolation Valve*

Dispatch Message: FUEL APU FEED LP VLV

Ident.: ME-DM-FUEL-00016106.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU feed LP valve is failed.	*Refer to Item 28-22-03 APU Feed LP Valve*

Dispatch Message: FUEL APU LINE DAMAGE

Ident.: ME-DM-FUEL-00016107.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fuel APU line is actually damaged.	NO DISPATCH
The fuel APU line is not damaged.	*Refer to Item 28-22-04 APU Fuel Line Damage Detection*

Dispatch Message: FUEL APU PMP

Ident.: ME-DM-FUEL-00016108.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The APU fuel pump is failed.	*Refer to Item 28-22-01 APU Fuel Pump*

Dispatch Message: FUEL AUTO FEED

Ident.: ME-DM-FUEL-00016109.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fuel auto feed from center tank is failed.	*Refer to Item 28-51-02 Auto Feed Function*

Dispatch Message: FUEL CAN BUS REDUNDANCY

Ident.: ME-DM-FUEL-00025000.0001001 / 10 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy on the fuel quantity monitoring is lost.	*Refer to Item 28-51-09 Redundancy on CAN Bus*

Dispatch Message: FUEL CG DATA DISAGREE < 13%

Ident.: ME-DM-FUEL-00018055.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a discrepancy between the aircraft CG computed from FQMS and the CG computed from the WBBC that is less than 13%.	*Refer to Item 22-09-01 FUEL CG DATA DISAGREE < 13% Message*

Dispatch Message: FUEL CG DATA DISAGREE > 13%

Ident.: ME-DM-FUEL-00020798.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a discrepancy between the aircraft CG computed from FQMS and the CG computed from the WBBC that is more than 13%.	*Refer to Item 22-09-02 FUEL CG DATA DISAGREE > 13% Message*

Dispatch Message: FUEL CROSSFEED VLV A(B)

Ident.: ME-DM-FUEL-00016110.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fuel crossfeed A(B) valve is failed.	*Refer to Item 28-23-01 Crossfeed Valve*

Dispatch Message: FUEL CROSSFEED VLV A+B

Ident.: ME-DM-FUEL-00016111.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both fuel crossfeed valves are failed.	NO DISPATCH

Dispatch Message: FUEL CTR TK FQI

Ident.: ME-DM-FUEL-00016112.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Fuel Quantity Indication is failed in the center tank.	NO DISPATCH

Dispatch Message: FUEL CTR TK FQI & TEMP

Ident.: ME-DM-FUEL-00016113.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both Tank Signal Processor channels are failed in the center Tank Wall Data Concentrator.	NO DISPATCH

Dispatch Message: FUEL CTR TK LEVEL LO DET

Ident.: ME-DM-FUEL-00016114.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The low level detection is failed in the center tank.	*Refer to Item 28-46-01 Center Tank Low Level Detection*

Dispatch Message: FUEL CTR TK LEVEL DET

Ident.: ME-DM-FUEL-00025710.0001001 / 08 JUL 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The level detection is failed in the center tank.	*Refer to Item 28-46-01 Center Tank Low Level Detection*

Dispatch Message: FUEL CTR TK LVL DET

Ident.: ME-DM-FUEL-00021195.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The level detection is failed in the center tank.	*Refer to Item 28-46-01 Center Tank Low Level Detection*

Dispatch Message: FUEL CTR TK L(R) INLET VLV

Ident.: ME-DM-FUEL-00016115.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) fuel inlet valve is failed in the center tank.	*Refer to Item 28-25-03 Center Tank Inlet Valve*

Dispatch Message: FUEL CTR TK L(R) JETTISON VLV

Ident.: ME-DM-FUEL-00016116.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) fuel jettison valve is failed in the center tank.	*Refer to Item 28-31-01 Center Tank Jettison Valve*

Dispatch Message: FUEL CTR TK L(R) PMP NOT RUNNING

Ident.: ME-DM-FUEL-00016117.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) fuel pump is failed in the center tank and cannot run, or was deactivated further to the display of the FUEL CTR TK L(R) PMP RUN CONTINUOUSLY message on the DISPATCH page.	*Refer to Item 28-21-01A Center Tank Pump*

Dispatch Message: FUEL CTR TK L(R) PMP RUN CONTINUOUSLY

Ident.: ME-DM-FUEL-00016118.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) fuel pump is failed in the center tank and is continuously running. Maintenance action: The maintenance must deactivate the affected pump. System consequence (after the deactivation): On the DISPATCH page, the message FUEL CTR TK L(R) PMP NOT RUNNING replaces FUEL CTR TK L(R) PMP RUN CONTINUOUSLY	*Refer to Item 28-21-01A Center Tank Pump*

Dispatch Message: FUEL CTR TK L+R PMPs

Ident.: ME-DM-FUEL-00016119.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both fuel pumps are failed in the center tank.	*Refer to Item 28-21-01B Center Tank Pump*

Dispatch Message: FUEL ENG 1(2) LP VLV

Ident.: ME-DM-FUEL-00016120.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The low pressure valve of the engine 1(2) is failed.	NO DISPATCH

Dispatch Message: FUEL FOB INTEGRITY

Ident.: ME-DM-FUEL-00025712.0001001 / 08 JUL 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fuel on board integrity is failed.	NO DISPATCH

Dispatch Message: FUEL FUEL PROPERTIES MEASUREMENT

Ident.: ME-DM-FUEL-00016121.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Fuel Properties Measurement is failed.	*Refer to Item 28-49-01 Fuel Properties Measurement*

Dispatch Message: FUEL FQI DEGRADED

Ident.: ME-DM-FUEL-00016122.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Fuel Quantity Indication is degraded in one or more tanks.	*Refer to Item 28-07-02-02 Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page*

Dispatch Message: FUEL FQI INTEGRITY

Ident.: ME-DM-FUEL-00016127.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fuel quantity integrity is failed in one or more tanks.	NO DISPATCH

Dispatch Message: FUEL FQI INTEGRITY DET

Ident.: ME-DM-FUEL-00016124.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The integrity detection of the FQI (Fuel Quantity Indication) is failed.	*Refer to Item 28-42-01 FQI Integrity Detection*

Dispatch Message: FUEL FQI INTEGRITY MONITOR

Ident.: ME-DM-FUEL-00025008.0001001 / 10 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FQMS cannot monitor the integrity of the FQI.	*Refer to Item 28-51-05 FQI Integrity Monitoring*

Dispatch Message: FUEL FQI PLS INTEGRITY MONITOR

Ident.: ME-DM-FUEL-00024994.0001001 / 10 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The integrity monitoring between the FQI and the point level sensors is failed.	*Refer to Item 28-51-04 FQI Point Level Sensor Integrity Monitoring*

Dispatch Message: FUEL FQI & LEVEL INTEGRITY MONITOR

Ident.: ME-DM-FUEL-00025709.0001001 / 01 SEP 23
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The integrity monitoring between the FQI and the point level sensors is failed.	*Refer to Item 28-51-04 FQI Point Level Sensor Integrity Monitoring*

Dispatch Message: FUEL FQMS 1(2)

Ident.: ME-DM-FUEL-00016125.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Fuel Quantity Management System 1(2) is failed.	*Refer to Item 28-51-01 Fuel Quantity and Management System*

Dispatch Message: FUEL FQMS 1(2) MONITORING REDUNDANCY

Ident.: ME-DM-FUEL-00024992.0001001 / 10 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy of FQMS 1(2) monitoring functions is lost.	*Refer to Item 28-51-03 Redundancy on FQMS Monitoring*

Dispatch Message: FUEL FQMS 1+2

Ident.: ME-DM-FUEL-00016126.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both Fuel Quantity Management Systems are failed.	NO DISPATCH

Dispatch Message: FUEL INERTING SYS

Ident.: ME-DM-FUEL-00015124.0002001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Fuel Tank Inerting System (FTIS) is failed.	*Refer to Item 47-10-01 Fuel Inerting System*

Dispatch Message: FUEL L(R) JETTISON VLV

Ident.: ME-DM-FUEL-00016128.0001001 / 13 APR 16
2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) fuel jettison valve is failed.	*Refer to Item 28-31-03 Jettison Valve*

Dispatch Message: FUEL L(R) REFUEL ISOL VLV

Ident.: ME-DM-FUEL-00016201.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) refuel isolation valve is failed.	*Refer to Item 28-25-05 Refuel Isolation Valve*

Dispatch Message: FUEL L(R) SCAVENGE VLV

Ident.: ME-DM-FUEL-00016137.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) scavenge valve is failed.	*Refer to Item 28-21-04 Fuel Scavenge Valve*

Dispatch Message: FUEL L+R SCAVENGE VLVs

Ident.: ME-DM-FUEL-00016138.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both scavenge valves are failed.	*Refer to Item 28-21-04 Fuel Scavenge Valve*

Dispatch Message: FUEL L(R) SURGE TK OVERFLOW DET

Ident.: ME-DM-FUEL-00016139.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The overflow detection in left(right) surge tank is failed.	*Refer to Item 28-46-03 Surge Tank Overflow Detection*

Dispatch Message: FUEL L(R) TK DEFUEL JETTISON VLV

Ident.: ME-DM-FUEL-00016129.0001001 / 13 APR 16
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The defuel jettison valve is failed in the L(R) wing tank.	*Refer to Item 28-31-02 Defuel Jettison Valve*

Dispatch Message: FUEL L(R) TK FQI

Ident.: ME-DM-FUEL-00016130.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Fuel Quantity Indication is failed in the left(right) tank.	NO DISPATCH

Dispatch Message: **FUEL L(R) TK INLET VLV**

Ident.: ME-DM-FUEL-00016133.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The inlet fuel valve is failed in the L(R) wing tank.	*Refer to Item 28-25-04 Wing Tank Inlet Valve*

Dispatch Message: **FUEL L(R) TK MAIN CELL +R(L) WING TEMP MONIT**

Ident.: ME-DM-FUEL-00016136.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature monitoring is failed in the main cell of the L(R) wing tank and in the collector cell of the R(L) wing tank.	NO DISPATCH

Dispatch Message: **FUEL L(R) TK MAIN CELL TEMP MONITORING**

Ident.: ME-DM-FUEL-00016134.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature monitoring is failed in the main cell of the L(R) wing tank.	*Refer to Item 28-07-03-01 Wing Tank Main Cell Temperature Monitoring on the FUEL SD page*

Dispatch Message: **FUEL L+R TK MAIN CELL TEMP MONITORING**

Ident.: ME-DM-FUEL-00016135.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature monitoring is failed in the main cell of the L+R wing tank.	NO DISPATCH

Dispatch Message: FUEL L(R) TK MAIN PMP NOT RUNNING

Ident.: ME-DM-FUEL-00016140.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The main fuel pump is failed in the L(R) wing tank and cannot run, or was deactivated further to the display of the FUEL L(R) TK MAIN PMP RUN CONTINUOUSLY message on the DISPATCH page.	*Refer to Item 28-21-02 Wing Tank Main Pump*

Dispatch Message: FUEL L(R) TK MAIN PMP RUN CONTINUOUSLY

Ident.: ME-DM-FUEL-00016142.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The main fuel pump is failed in the L(R) wing tank and is continuously running. Maintenance action: The maintenance must deactivate the affected wing tank main pump. System consequence (after the deactivation): On the DISPATCH page, the message FUEL L(R) TK MAIN PMP NOT RUNNING replaces FUEL L(R) TK MAIN PMP RUN CONTINUOUSLY	*Refer to Item 28-21-02 Wing Tank Main Pump*

Dispatch Message: FUEL L(R) TK MAIN+STBY PMPs

Ident.: ME-DM-FUEL-00016144.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both fuel pumps are failed in the L(R) wing tank.	NO DISPATCH

Dispatch Message: FUEL L(R) TK STBY PMP NOT RUNNING

Ident.: ME-DM-FUEL-00016190.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The standby fuel pump is failed in the L(R) wing tank and cannot run, or was deactivated further to the display of the FUEL L(R) TK STBY PMP RUN CONTINUOUSLY message on the DISPATCH page.	*Refer to Item 28-21-03 Wing Tank Standby Pump*

Dispatch Message: FUEL L(R) TK STBY PMP RUN CONTINUOUSLY

Ident.: ME-DM-FUEL-00016191.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) wing tank standby fuel pump is failed and is continuously running.	*Refer to Item 28-21-03 Wing Tank Standby Pump*

Dispatch Message: FUEL L(R) WING TK FQI & TEMP

Ident.: ME-DM-FUEL-00016131.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both Tank Signal Processor channels are failed in the Tank Wall Data Concentrator of left(right) wing .	NO DISPATCH

Dispatch Message: FUEL L(R) WING TK LEVEL LO DET

Ident.: ME-DM-FUEL-00016196.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The low level detection is failed in the left(right) wing tank.	*Refer to Item 28-46-02 Wing Tank Low Level Detection*

Dispatch Message: FUEL L+R WING TK LEVEL LO DET

Ident.: ME-DM-FUEL-00016197.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The low level detection is failed in both wing tanks.	NO DISPATCH

Dispatch Message: FUEL L(R)(L+R) WING TK LEVEL DET

Ident.: ME-DM-FUEL-00025708.0001001 / 08 JUL 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both Point Level Sensor Processor channels are failed in the left(right)(left and right) Tank Wall Data Concentrator.	*Refer to Item 28-46-04 Wing Tank TWDC Point Level Sensor Processor*

Dispatch Message: FUEL L(R)(L+R) WING TK LVL DET

Ident.: ME-DM-FUEL-00016199.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both Point Level Sensor Processor channels are failed in the left(right)(left and right) Tank Wall Data Concentrator.	*Refer to Item 28-46-04 Wing Tank TWDC Point Level Sensor Processor*

Dispatch Message: FUEL L(R) WING TEMP MONITORING

Ident.: ME-DM-FUEL-00016194.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The temperature monitoring is failed in the collector cell of the L(R) wing tank.	*Refer to Item 28-07-03-02 Wing Tank Temperature Monitoring on the FUEL SD page*

Dispatch Message: **FUEL L+R WING TK FQI & TEMP**

Ident.: ME-DM-FUEL-00016132.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both Tank Signal Processor channels are failed in L+R wing Tank Wall Data Concentrator.	NO DISPATCH

Dispatch Message: **FUEL OVERWEIGHT T.O MONITOR**

Ident.: ME-DM-FUEL-00025001.0001001 / 10 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The overweight takeoff monitoring function of the FQMS is lost.	*Refer to Item 28-51-06 Overweight Takeoff Monitoring*

Dispatch Message: **FUEL PMPs DRY RUNNING MONITOR**

Ident.: ME-DM-FUEL-00025003.0001001 / 10 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FQMS cannot detect if the center tank pumps are running while the center tank is empty. The FQMS can still control the center tank pumps.	*Refer to Item 28-51-07 Center Tank Pumps Dry Running Monitoring*

Dispatch Message: **FUEL PUMP DRY RUNNING MONITOR**

Ident.: ME-DM-FUEL-00025707.0001001 / 08 JUL 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FQMS cannot detect if the center tank pumps are running while the center tank is empty. The FQMS can still control the center tank pumps.	*Refer to Item 28-51-07 Center Tank Pumps Dry Running Monitoring*

Dispatch Message: FUEL R TK DEFUEL VLV

4 Ident.: ME-DM-FUEL-00016203.0001001 / 03 JUL 14
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The defuel valve is failed.	*Refer to Item 28-25-06 Defuel Valve*

Dispatch Message: FUEL TEMP INTEGRITY MONITOR

Ident.: ME-DM-FUEL-00025002.0001001 / 10 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FQMS cannot monitor the integrity of the fuel temperature measurement.	*Refer to Item 28-51-08 Fuel Temperature Integrity Monitoring*

Dispatch Message: FUEL TK DATA REDUNDANCY

Ident.: ME-DM-FUEL-00016202.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A Tank Wall Data Concentrator channel is failed.	*Refer to Item 28-09-01 FUEL TK DATA REDUNDANCY Message*

Dispatch Message: FUEL WEIGHT DATA DISAGREE

Ident.: ME-DM-FUEL-00018056.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a discrepancy between the aircraft gross weight computed from FQMS and the gross weight computed from the WBBC.	NO DISPATCH

Dispatch Message: **FWS ATQC DATABASE**

Ident.: ME-DM-FWS-00013495.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both FWS ATQC databases are rejected.	NO DISPATCH

Dispatch Message: **FWS CONFIGURATION DISAGREE**

Ident.: ME-DM-FWS-00024959.0001001 / 03 JAN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a discrepancy between CPIOMs: databases (FWS, or FWS ATQC, or Operator customized ECAM) have a different P/N.	NO DISPATCH

Dispatch Message: **FWS CPNY DATABASE**

Ident.: ME-DM-FWS-00014936.0001001 / 10 JUL 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Operator customized ECAM database is not consistent: - The database is rejected on one or both FWS, or - In the case of dual database, the active database is not the same in both FWS.	NO DISPATCH

Dispatch Message: **FWS ECP**

Ident.: ME-DM-FWS-00013490.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both channels of the ECP are failed.	NO DISPATCH

Dispatch Message: **FWS ECP 1**

Ident.: ME-DM-FWS-00014934.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The channel 1 of the ECP is failed.	NO DISPATCH

Dispatch Message: **FWS ECP 2**

Ident.: ME-DM-FWS-00014935.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The channel 2 of the ECP is failed.	*Refer to Item 31-19-01 ECAM Control Panel 2*

Dispatch Message: **FWS 1**

Ident.: ME-DM-FWS-00013492.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FWS 1 is failed or the FWS 1 audio function is failed.	NO DISPATCH

Dispatch Message: **FWS 2**

Ident.: ME-DM-FWS-00013493.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The FWS 2 is failed or the FWS 2 audio function is failed.	*Refer to Item 31-50-01 FWS 2*

Dispatch Message: **FWS 1+2**

Ident.: ME-DM-FWS-00013494.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One FWS is failed and the audio function of the other FWS is failed, or the audio function of both FWS is failed.	NO DISPATCH

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Dispatch Message: HYD G(Y) ENG 1(2) CASE DRAIN FILTER CLOGGED

Ident.: ME-DM-HYD-00025851.0001001 / 08 JUL 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The case drain filter of G(Y) EDP on ENG 1(2) starts to clog.	*Refer to Item 29-09-03 HYD G(Y) ENG 1(2) CASE DRAIN FILTER CLOGGED Message*

Dispatch Message: HYD ENG 1(2) G(Y) PMP ISOL

Ident.: ME-DM-HYD-00015644.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The capability to isolate the green(yellow) engine 1(2) pump is lost.	NO DISPATCH

Dispatch Message: HYD ENG 1(2) G PMP ISOL

2 Ident.: ME-DM-HYD-00026215.0002001 / 05 OCT 23
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The capability to isolate the green engine 1(2) pump is lost.	NO DISPATCH

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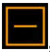
AIRCRAFT STATUS	CONDITION OF DISPATCH
The green Engine Driven Pump 1(2) is deactivated. On the HYD SD page: - The G EDP 1(2) indication is displayed amber OFF and DISC , and - The green engine 1(2) FSOV indication is amber closed. Disregard the dispatch message HYD ENG 1(2) G PMP ISOL for the current flight and report in the logbook at the end of the flight for maintenance assessment in order to clear the message. *Note:* *The maintenance procedure associated with the item green Engine Driven Pump indicates that the dispatch message HYD ENG 1(2) G PMP ISOL is shown after the next flight.*	*Refer to Item 29-10-01 Green Engine Driven Pump*

Dispatch Message: **HYD ENG 1(2) Y PMP ISOL**

3 Ident.: ME-DM-HYD-00026216.0002001 / 05 OCT 23
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The capability to isolate the yellow engine 1(2) pump is lost.	NO DISPATCH

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The yellow Engine Driven Pump 1(2) is deactivated. On the HYD SD page: - The Y EDP 1(2) indication is displayed amber OFF and DISC, and - The yellow engine 1(2) FSOV indication is amber closed. Disregard the dispatch message HYD ENG 1(2) Y PMP ISOL for the current flight and report in the logbook at the end of the flight for maintenance assessment in order to clear the message. *Note:* *The maintenance procedure associated with the item yellow Engine Driven Pump indicates that the dispatch message HYD ENG 1(2) Y PMP ISOL is shown after the next flight.*	*Refer to Item 29-10-02 Yellow Engine Driven Pump*

Dispatch Message: **HYD FILTER CLOGGED**

4 Ident.: ME-DM-HYD-00015636.0001001 / 12 JAN 24
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918

AIRCRAFT STATUS	CONDITION OF DISPATCH
An hydraulic filter starts to clog. **(Applicable to POST SB A350-42-P017)**	*Refer to Item 29-09-02 HYD FILTER CLOGGED Message*
The case drain filter is lost or the hydraulic HP or case drain filter starts to clog. **(Applicable to PRE SB A350-42-P017)**	NO DISPATCH

Dispatch Message: **HYD FILTER CLOGGED**

5 Ident.: ME-DM-HYD-00015636.0002001 / 12 JAN 24
Applicable to: B-18919

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AIRCRAFT STATUS	CONDITION OF DISPATCH
6 An hydraulic filter starts to clog.	*Refer to Item 29-09-02 HYD FILTER CLOGGED Message*

Dispatch Message: HYD G ELEC PMP

Ident.: ME-DM-HYD-00015645.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green electric pump is failed.	*Refer to Item 29-20-01 Green Electric Motor Pump*

Dispatch Message: HYD ENG 1(2) G PMP

Ident.: ME-DM-HYD-00015639.0002001 / 03 JAN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green engine driven pump or the associated suction accumulator of the engine 1(2) is not able to provide hydraulic power supply or its depressurization function is lost.	*Refer to Item 29-10-01 Green Engine Driven Pump*

Dispatch Message: HYD ENG 1(2) Y PMP

Ident.: ME-DM-HYD-00015640.0002001 / 03 JAN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The yellow engine driven pump or the associated suction accumulator of the engine 1(2) is not able to provide hydraulic power supply or its depressurization function is lost.	*Refer to Item 29-10-02 Yellow Engine Driven Pump*

Dispatch Message: HYD ENG 1(2) G(Y) PMP DISC SW

Ident.: ME-DM-HYD-00023995.0001001 / 13 DEC 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The disconnection switch of the green(yellow) engine 1(2) driven pump is failed.	*Refer to Item 29-10-05 Green(Yellow) ENG 1(2) Pump Disconnection Switch*

Dispatch Message: HYD G HMCA 1(2)

Ident.: ME-DM-HYD-00015648.0001001 / 29 JUN 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green hydraulic monitoring and control application 1(2) is lost. *Note:* *The dispatch message HYD G HMCA 1 is associated to the Green EDP on engine 1 and the dispatch message HYD G HMCA 2 is associated to the Green EDP on engine 2.*	*Refer to Item 29-33-08 Green Hydraulic Monitoring Control*

Dispatch Message: HYD G SYS PRESS MONITORING REDUNDANCY

Ident.: ME-DM-HYD-00015703.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy in the monitoring of the green hydraulic system pressure is lost.	*Refer to Item 29-33-03 Green System Pressure Monitoring Redundancy*

Dispatch Message: HYD G SYS TEMP MONITORING REDUNDANCY

Ident.: ME-DM-HYD-00015707.0001001 / 06 SEP 17
7 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy of the green hydraulic system temperature is lost.	NO DISPATCH

Dispatch Message: HYD G SYS TEMP MONITORING REDUNDANCY

8 Ident.: ME-DM-HYD-00015707.0002001 / 04 JUN 20
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy of the green hydraulic system temperature is lost.	*Refer to Item 29-33-01 Green System Temperature Monitoring Redundancy*

Dispatch Message: HYD ENG 1(2) G(Y) FSOV IND

Ident.: ME-DM-HYD-00015642.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the green(yellow) FSOV position on engine 1(2) is lost.	*Refer to Item 29-07-01 Fire Shut-Off Valve Indication on the HYD SD page*

Dispatch Message: HYD G(Y) RSVR AIR BLEED

Ident.: ME-DM-HYD-00015690.0001001 / 06 JUN 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic green(yellow) reservoir bleed is lost with the associated reservoir air bleed valve failed in the closed position.	*Refer to Item 29-10-03A Reservoir Air Bleed Valve*

Dispatch Message: HYD G(Y) RSVR LEVEL

Ident.: ME-DM-HYD-00015691.0001001 / 04 MAY 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The redundancy monitoring of the fluid level in the green(yellow) reservoir is lost.	*Refer to Item 29-33-05 Green(Yellow) Reservoir Level Monitoring Redundancy*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance has deactivated the linear variable differential transducer of the green(yellow) reservoir further to the display of the HYD G(Y) SYS dispatch message associated with: - HYD G(Y) RSVR LEVEL LO alert, and - The green(yellow) reservoir quantity indication available on the HYD SD page.	*Refer to Item 29-33-06 Green(Yellow) Reservoir Level Monitoring*

Dispatch Message: **HYD G(Y) RSVR PRESS**

Ident.: ME-DM-HYD-00015692.0002001 / 19 MAY 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure in the green(yellow) reservoir is low. When the HYD G(Y) RSVR PRESS LOECAM procedure is performed, the dispatch message disappears from the DISPATCH page.	Not related to MEL
The pressure in the green(yellow) reservoir is low. When the HYD G(Y) RSVR PRESS LOECAM procedure is performed, the RSVR PRESS LO indication disappears from the HYD SD page and comes again. The system accumulator or the Pressure Maintaining Valve (PMV) is lost.	*Refer to Item 29-10-04 Green(Yellow) System Accumulator*
The pressure in the green(yellow) reservoir is low. When the HYD G(Y) RSVR PRESS LOECAM procedure is performed, the RSVR PRESS LO indication remains displayed on the HYD SD page. The reservoir pressure transducer is lost.	*Refer to Item 29-33-09 Green(Yellow) Reservoir Pressure Transducer*

Dispatch Message: **HYD G(Y) SYS**

Ident.: ME-DM-HYD-00015697.0002001 / 03 JAN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green(yellow) hydraulic system is lost.	NO DISPATCH
If the dispatch message is associated with: - HYD G(Y) RSVR LEVEL LO alert, and - The green(yellow) reservoir quantity indication available on the HYD SD page. Maintenance action: The maintenance must deactivate the linear variable differential transducer of the affected reservoir. System consequence (after deactivation): On the DISPATCH page, the message HYD G(Y) RSVR LEVEL replaces HYD G(Y) SYS	*Refer to Item 29-33-06 Green(Yellow) Reservoir Level Monitoring*
If the dispatch message is associated with: - HYD G(Y) RSVR LEVEL LO alert, and - The maintenance check confirms that a reservoir air bleed valve is failed in the open position. Maintenance action: The maintenance must deactivate the affected reservoir air bleed system. System consequence (after deactivation): On the DISPATCH page, the message HYD G(Y) RSVR AIR BLEED replaces HYD G(Y) SYS and the HYD G(Y) RSVR LEVEL LO alert disappears.	*Refer to Item 29-10-03B Reservoir Air Bleed Valve*

Dispatch Message: **HYD G(Y) SYS MONITORING**

Ident.: ME-DM-HYD-00015701.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the green(yellow) hydraulic system is lost.	NO DISPATCH

Dispatch Message: HYD G(Y) SYS PANEL

Ident.: ME-DM-HYD-00020394.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The communication between the HMCA and the GREEN(YELLOW) ENG 1(2) PUMP pb-sw is lost, or/and the communication between the HMCA and the GREEN(YELLOW) ENG 1(2) SUPPLY pb is lost.	NO DISPATCH

Dispatch Message: HYD G(Y) SYS RETURN FILTER

Ident.: ME-DM-HYD-00015706.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the green(yellow) hydraulic LP filter is lost or the green(yellow) hydraulic LP filter starts to clog.	*Refer to Item 29-09-01 HYD G(Y) SYS RETURN FILTER Message*

Dispatch Message: HYD G+Y SYS

Ident.: ME-DM-HYD-00015694.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both hydraulic systems are lost.	NO DISPATCH

Dispatch Message: HYD Y ELEC PMP

Ident.: ME-DM-HYD-00015647.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The yellow electric pump is failed.	*Refer to Item 29-20-02 Yellow Electric Motor Pump*

Dispatch Message: HYD Y HMCA 1

Ident.: ME-DM-HYD-00015687.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The yellow hydraulic monitoring and control application 1 is lost.	NO DISPATCH

Dispatch Message: HYD Y HMCA 2

Ident.: ME-DM-HYD-00015689.0001001 / 05 FEB 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The yellow hydraulic monitoring and control application 2 is lost.	*Refer to Item 29-33-07 Yellow Hydraulic Monitoring Control*

Dispatch Message: HYD Y SYS PRESS MONITORING REDUNDANCY

Ident.: ME-DM-HYD-00015704.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy in the monitoring of the yellow hydraulic system pressure is lost.	*Refer to Item 29-33-04 Yellow System Pressure Monitoring Redundancy*

Dispatch Message: HYD Y SYS TEMP MONITORING REDUNDANCY

Ident.: ME-DM-HYD-00015708.0001001 / 06 SEP 17
9 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy of the yellow hydraulic system temperature is lost.	NO DISPATCH

Dispatch Message: HYD Y SYS TEMP MONITORING REDUNDANCY

10 Ident.: ME-DM-HYD-00015708.0002001 / 04 JUN 20
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy of the yellow hydraulic system temperature is lost.	*Refer to Item 29-33-02 Yellow System Temperature Monitoring Redundancy*

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Dispatch Message: **IMA CPIOM H31**

Ident.: ME-DM-IMA-00018405.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H31 is failed. The following functions are lost: - Door Position Monitoring Redundancy, - Fuel Inerting System, - Fuel Quantity and Management System 1, - Yellow Hydraulic Monitoring Control 1.	NO DISPATCH

Dispatch Message: **IMA CPIOM H32**

Ident.: ME-DM-IMA-00018406.0001001 / 05 FEB 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H32 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Door Position Monitoring Redundancy, - Fuel Quantity and Management System 2, - Yellow Hydraulic Monitoring Control 2.	*Refer to Item 42-11-01 CPIOM H32*

Dispatch Message: **IMA CPIOM H33**

Ident.: ME-DM-IMA-00018407.0001001 / 05 FEB 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H33 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Door Position Monitoring Redundancy, - Fuel Quantity and Management System 1, - Green Hydraulic Monitoring Control 1.	*Refer to Item 42-11-02 CPIOM H33*

Dispatch Message: **IMA CPIOM H34**

Ident.: ME-DM-IMA-00018408.0001001 / 05 FEB 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H34 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Door Position Monitoring Redundancy, - Fuel Quantity and Management System 2, - Green Hydraulic Monitoring Control 2.	*Refer to Item 42-11-03 CPIOM H34*

Dispatch Message: **IMA CPIOM H41**

Ident.: ME-DM-IMA-00018409.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H41 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Automatic Cabin Pressure Control Redundancy, - Pack Control Redundancy, - Ventilation Control Redundancy.	*Refer to Item 42-11-04 CPIOM H41*

Dispatch Message: **IMA CPIOM H42**

Ident.: ME-DM-IMA-00018410.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H42 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Automatic Cabin Pressure Control Redundancy, - Pack Control Redundancy, - Ventilation Control Redundancy.	*Refer to Item 42-11-05 CPIOM H42*

Dispatch Message: **IMA CPIOM H43**

Ident.: ME-DM-IMA-00018411.0003001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H43 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Air Leak Detection Redundancy, - Engine Bleed Control 1. The associated engine bleed air system must be set to OFF. As a consequence, the FTIS is lost.	*Refer to Item 42-11-06 CPIOM H43*

Dispatch Message: **IMA CPIOM H44**

Ident.: ME-DM-IMA-00018412.0003001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H44 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Air Leak Detection Redundancy, - Engine Bleed Control 2. The associated engine bleed air system must be set to OFF. As a consequence, the FTIS is lost.	*Refer to Item 42-11-07 CPIOM H44*

Dispatch Message: **IMA CPIOM H61**

Ident.: ME-DM-IMA-00018413.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H61 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Brake Control System 1, - Landing Gear Control 1, - Steering Control 1.	*Refer to Item 42-11-08A CPIOM H61*
The CPIOM H61 is failed and only **<u>one</u>** of the following CPIOM/CRDC is failed: Authorized Failure Combinations: CPIOM H63 CPIOM J23 CPIOM J51 CRDC A04 CRDC B13 The following functions are lost: - Brake Control System 1, - Landing Gear Control 1, - Steering Control 1.	*Refer to Item 42-11-08B CPIOM H61*
The CPIOM H61 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: IMA CPIOM H62

Ident.: ME-DM-IMA-00018414.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H62 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Brake Control System 2, - Landing Gear Control 2, - Steering Control 2.	*Refer to Item 42-11-09 CPIOM H62*

Dispatch Message: IMA CPIOM H63

Ident.: ME-DM-IMA-00018415.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H63 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Brake Control System 1, - Landing Gear Control 1, - Landing Gear Monitoring System 1, - Steering Control 1.	*Refer to Item 42-11-10A CPIOM H63*
The CPIOM H63 is failed and the following CPIOM is failed: Authorized Failure Combination CPIOM H61 The following functions are lost: - Brake Control System 1, - Landing Gear Control 1, - Landing Gear Monitoring System 1, - Steering Control 1.	*Refer to Item 42-11-10B CPIOM H63*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H63 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: **IMA CPIOM H64**

Ident.: ME-DM-IMA-00018416.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM H64 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Brake Control System 2, - Landing Gear Control 2, - Landing Gear Monitoring System 2, - Steering Control 2.	*Refer to Item 42-11-11 CPIOM H64*

Dispatch Message: **IMA CPIOM J11**

Ident.: ME-DM-IMA-00018417.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J11 is failed. FWS 1 is lost.	NO DISPATCH

Dispatch Message: **IMA CPIOM J12**

Ident.: ME-DM-IMA-00018418.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J12 is failed and no other CPIOM/CRDC is failed. FWS 2 is lost.	*Refer to Item 42-11-12 CPIOM J12*

Dispatch Message: **IMA CPIOM J21**

Ident.: ME-DM-IMA-00018419.0003001 / 04 MAY 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J21 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Engine Interface Function 1 on engine 1, - Fire Protection Function 1.	*Refer to Item 42-11-13 CPIOM J21*

Dispatch Message: **IMA CPIOM J22**

Ident.: ME-DM-IMA-00018420.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J22 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Engine Interface Function 2 on engine 2, - Fire Protection Function 2.	*Refer to Item 42-11-14 CPIOM J22*

Dispatch Message: **IMA CPIOM J23**

Ident.: ME-DM-IMA-00018423.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J23 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Engine Interface Function 2 on engine 1, - Fire Protection Function 3.	*Refer to Item 42-11-15A CPIOM J23*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J23 is failed and only **one** of the following CPIOM/CRDC is failed: Authorized Failure Combinations: CPIOM H61 CPIOM J51 CRDC A04 CRDC B13 The following functions are lost: - Engine Interface Function 2 on engine 1, - Fire Protection Function 3.	*Refer to Item 42-11-15B CPIOM J23*
The CPIOM J23 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: IMA CPIOM J24

Ident.: ME-DM-IMA-00018424.0003001 / 04 MAY 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J24 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - Engine Interface Function 1 on engine 2, - Fire Protection Function 4.	*Refer to Item 42-11-16 CPIOM J24*

Dispatch Message: IMA CPIOM J51

Ident.: ME-DM-IMA-00018425.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J51 is failed and no other CPIOM/CRDC is failed. The datalink is lost.	*Refer to Item 42-11-17A or B CPIOM J51*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J51 is failed and only **one** of the following CPIOM/CRDC is failed: Authorized Failure Combinations: CPIOM H61 CPIOM J23 CRDC A04 CRDC B13 The datalink is lost.	*Refer to Item 42-11-17C or D CPIOM J51*
The CPIOM J51 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: **IMA CPIOM J71**

Ident.: ME-DM-IMA-00018427.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J71 is failed. The following functions are lost: - CAPT MFD FCU BKUP, - FCDC 1.	NO DISPATCH

Dispatch Message: **IMA CPIOM J72**

Ident.: ME-DM-IMA-00018428.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CPIOM J72 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - F/O MFD FCU BKUP, - FCDC 2.	*Refer to Item 42-11-19 CPIOM J72*

Dispatch Message: **IMA CRDC A01**

Ident.: ME-DM-IMA-00019383.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A01 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - The CAPT EFIS control panel, - The CREW OXY MASK IN USE memo for the CAPT and the 4th occupant oxygen masks.	*Refer to Item 42-41-01 CRDC A01*

Dispatch Message: **IMA CRDC A02**

Ident.: ME-DM-IMA-00019389.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A02 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - The F/O EFIS control panel, - The CREW OXY MASK IN USE memo for the F/O and the 3rd occupant oxygen masks.	*Refer to Item 42-41-02A CRDC A02*
The CRDC A02 is failed and the following CRDC is failed: Authorized Failure Combination CRDC A15 The following functions are lost: - The F/O EFIS control panel, - The CREW OXY MASK IN USE memo for the F/O and the 3rd occupant oxygen masks.	*Refer to Item 42-41-02B CRDC A02*
The CRDC A02 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: **IMA CRDC A03**

Ident.: ME-DM-IMA-00013902.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A03 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - The APU auto-start, - The CAPT foot electrical heater.	*Refer to Item 42-41-03 CRDC A03*

Dispatch Message: **IMA CRDC A04**

Ident.: ME-DM-IMA-00019390.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A04 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - The inhibition of the HF2 data transmission on ground, during refuelling, defuelling or ground fuel transfer. - The F/O foot electrical heater.	*Refer to Item 42-41-04A CRDC A04*

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<table>
<tr><th>AIRCRAFT STATUS</th><th>CONDITION OF DISPATCH</th></tr>
<tr><td>The CRDC A04 is failed and only <u>one</u> of the following CPIOM/CRDC is failed:

Authorized Failure Combinations
CPIOM H61
CPIOM J23
CPIOM J51
CRDC A05
CRDC B01
CRDC B02
CRDC B03
CRDC B04
CRDC B05
CRDC B06
CRDC B07
CRDC B08
CRDC B09
CRDC B10
CRDC B11
CRDC B12
CRDC B13
CRDC B14

The following functions are lost:
- The inhibition of the HF2 data transmission on ground, during refuelling, defuelling or ground fuel transfer.
- The F/O foot electrical heater.</td><td>Refer to Item 42-41-04B CRDC A04</td></tr>
<tr><td>The CRDC A04 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.</td><td>NO DISPATCH</td></tr>
</table>

Dispatch Message: **IMA CRDC A05**

Ident.: ME-DM-IMA-00019391.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A05 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - The inhibition of the HF1 data transmission on ground, during refuelling, defuelling or ground fuel transfer, - The CAPT windshield defogging.	*Refer to Item 42-41-05A CRDC A05*
The CRDC A05 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations: CRDC A04 CRDC A15 The following functions are lost: - The inhibition of the HF1 data transmission on ground, during refuelling, defuelling or ground fuel transfer, - The CAPT windshield defogging.	*Refer to Item 42-41-05B CRDC A05*
The CRDC A05 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: **IMA CRDC A06**

Ident.: ME-DM-IMA-00019573.0001001 / 14 APR 22
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A06 is failed and no other CPIOM/CRDC is failed. The F/O windshield defogging is not available.	*Refer to Item 42-41-06 CRDC A06*

Dispatch Message: **IMA CRDC A07**

Ident.: ME-DM-IMA-00019574.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A07 is failed and no other CPIOM/CRDC is failed. The NLG alternate power pack fluid level monitoring is lost.	*Refer to Item 42-41-07 CRDC A07*

Dispatch Message: **IMA CRDC A08**

Ident.: ME-DM-IMA-00019575.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A08 is failed and no other CPIOM/CRDC is failed.	*Refer to Item 42-41-08 CRDC A08*

Dispatch Message: **IMA CRDC A09**

Ident.: ME-DM-IMA-00019576.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A09 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - The status of the FWD internal avionics door, - The status of the cockpit escape hatch, - The status of the external avionics door, - The CAPT foot electrical heater.	*Refer to Item 42-41-09 CRDC A09*

Dispatch Message: **IMA CRDC A10**

Ident.: ME-DM-IMA-00019577.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A10 is failed and no other CPIOM/CRDC is failed.	*Refer to Item 42-41-10 CRDC A10*

Dispatch Message: **IMA CRDC A11**

Ident.: ME-DM-IMA-00019580.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A11 is failed and no other CPIOM/CRDC is failed.	*Refer to Item 42-41-11 CRDC A11*

Dispatch Message: **IMA CRDC A12**

Ident.: ME-DM-IMA-00019604.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A12 is failed and no other CPIOM/CRDC is failed.	*Refer to Item 42-41-12 CRDC A12*

Dispatch Message: **IMA CRDC A13**

Ident.: ME-DM-IMA-00019605.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A13 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - The alternate power pack level monitoring in the MLG, - On the DOOR/OXYGEN SD page, the CAPT oxygen status.	*Refer to Item 42-41-13 CRDC A13*

Dispatch Message: IMA CRDC A15

Ident.: ME-DM-IMA-00019606.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A15 is failed and no other CPIOM/CRDC is failed. The bulk cargo compartment heater is failed.	*Refer to Item 42-41-14A CRDC A15*
The CRDC A15 is failed and the following CRDC is failed: Authorized Failure Combination: CRDC A05 The bulk cargo compartment heater is failed.	*Refer to Item 42-41-14B CRDC A15*
The CRDC A15 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: IMA CRDC A17

Ident.: ME-DM-IMA-00019607.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC A17 is failed and no other CPIOM/CRDC is failed.	*Refer to Item 42-41-15 CRDC A17*

Dispatch Message: IMA CRDC B01

Ident.: ME-DM-IMA-00019608.0003001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B01 is failed and no other CPIOM/CRDC is failed. The Fuel Tank Inerting System (FTIS) is lost.	*Refer to Item 42-41-16A CRDC B01*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B01 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations: CRDC A04 CRDC B13 The Fuel Tank Inerting System (FTIS) is lost.	*Refer to Item 42-41-16B CRDC B01*
The CRDC B01 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: IMA CRDC B02

Ident.: ME-DM-IMA-00019609.0003001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B02 is failed and no other CPIOM/CRDC is failed. The Fuel Tank Inerting System (FTIS) is lost.	*Refer to Item 42-41-17A CRDC B02*
The CRDC B02 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations: CRDC A04 CRDC B13 The Fuel Tank Inerting System (FTIS) is lost.	*Refer to Item 42-41-17B CRDC B02*
The CRDC B02 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: **IMA CRDC B03**

Ident.: ME-DM-IMA-00019610.0003001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B03 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - The Fuel Tank Inerting System (FTIS), - The monitoring redundancy of the yellow hydraulic circuit, - The hydraulic HP filter clogging monitoring for the yellow Engine Driven Pump (EDP) on engine 1, - On the HYD SD page, the yellow EDP clutch position indication (DISC).	*Refer to Item 42-41-18A CRDC B03*
The CRDC B03 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations CRDC A04 CRDC B13 The following functions are lost: - The Fuel Tank Inerting System (FTIS), - The monitoring redundancy of the yellow hydraulic circuit, - The hydraulic HP filter clogging monitoring for the yellow Engine Driven Pump (EDP) on engine 1, - On the HYD SD page, the yellow EDP clutch position indication (DISC).	*Refer to Item 42-41-18B CRDC B03*
The CRDC B03 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: IMA CRDC B04

Ident.: ME-DM-IMA-00019613.0001001 / 13 APR 16
Applicable to: B-18901, B-18902

<table>
<tr><th>AIRCRAFT STATUS</th><th>CONDITION OF DISPATCH</th></tr>
<tr><td>The CRDC B04 is failed and no other CPIOM/CRDC is failed.

The following functions are lost:
- The monitoring redundancy of the yellow hydraulic circuit,
- The yellow Electric Motor Pump (EMP),
- The position monitoring of the yellow Fire Shut Of Valves (FSOV),
- The automatic bleed function of the yellow reservoir,
- The pressure monitoring of the yellow reservoir,
- The automatic opening/closing function of the AFT and FWD Cargo Door.</td><td>Refer to Item 42-41-19A CRDC B04</td></tr>
<tr><td>The CRDC B04 is failed and only <u>one</u> of the following CRDC is failed:

Authorized Failure Combinations
CRDC A04
CRDC B13

The following functions are lost:
- The monitoring redundancy of the yellow hydraulic circuit,
- The yellow Electric Motor Pump (EMP),
- The position monitoring of the yellow Fire Shut Of Valves (FSOV),
- The automatic bleed function of the yellow reservoir,
- The pressure monitoring of the yellow reservoir,
- The automatic opening/closing function of the AFT and FWD Cargo Door.</td><td>Refer to Item 42-41-19B CRDC B04</td></tr>
<tr><td>The CRDC B04 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.</td><td>NO DISPATCH</td></tr>
</table>

Dispatch Message: IMA CRDC B04

Ident.: ME-DM-IMA-00019613.0003001 / 04 APR 17
1 **Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B04 is failed and no other CPIOM/CRDC is failed.	*Refer to Item 42-41-19A CRDC B04*
The CRDC B04 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations CRDC A04 CRDC B13	*Refer to Item 42-41-19B CRDC B04*

Dispatch Message: IMA CRDC B05

Ident.: ME-DM-IMA-00019616.0003001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B05 is failed and no other CPIOM/CRDC is failed. The Fuel Tank Inerting System (FTIS) is lost.	*Refer to Item 42-41-20A CRDC B05*
The CRDC B05 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations CRDC A04 CRDC B13 The Fuel Tank Inerting System (FTIS) is lost.	*Refer to Item 42-41-20B CRDC B05*
The CRDC B05 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: IMA CRDC B06

Ident.: ME-DM-IMA-00019618.0003001 / 03 OCT 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B06 is failed and no other CPIOM/CRDC is failed. The Fuel Tank Inerting System (FTIS) is lost.	*Refer to Item 42-41-21A CRDC B06*
The CRDC B06 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations CRDC A04 CRDC B13 The Fuel Tank Inerting System (FTIS) is lost.	*Refer to Item 42-41-21B CRDC B06*
The CRDC B06 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: IMA CRDC B07

Ident.: ME-DM-IMA-00019620.0001001 / 07 OCT 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B07 is failed and no other CPIOM/CRDC is failed. The AFT avionics internal access door position monitoring is lost.	*Refer to Item 42-41-22A CRDC B07*
The CRDC B07 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations CRDC A04 The AFT avionics internal access door position monitoring is lost.	*Refer to Item 42-41-22B CRDC B07*
The CRDC B07 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: **IMA CRDC B08**

Ident.: ME-DM-IMA-00019621.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B08 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - On the DOOR/OXYGEN SD page, the F/O oxygen status, - The hydraulic filter clogging monitoring on the yellow circuit (except yellow EDP HP filter on engine 1).	*Refer to Item 42-41-23A CRDC B08*
The CRDC B08 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations CRDC A04 CRDC B13 The following functions are lost: - On the DOOR/OXYGEN SD page, the F/O oxygen status, - The hydraulic filter clogging monitoring on the yellow circuit (except yellow EDP HP filter on engine 1).	*Refer to Item 42-41-23B CRDC B08*
The CRDC B08 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: **IMA CRDC B09**

Ident.: ME-DM-IMA-00019623.0001001 / 07 OCT 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B09 is failed and no other CPIOM/CRDC is failed.	*Refer to Item 42-41-24A CRDC B09*
The CRDC B09 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations CRDC A04	*Refer to Item 42-41-24B CRDC B09*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B09 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: **IMA CRDC B10**

Ident.: ME-DM-IMA-00019624.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B10 is failed and no other CPIOM/CRDC is failed. The automatic opening/closing function of the AFT Cargo Door is lost.	*Refer to Item 42-41-25A CRDC B10*
The CRDC B10 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations: CRDC A04 CRDC B13 The automatic opening/closing function of the AFT Cargo Door is lost.	*Refer to Item 42-41-25B CRDC B10*
The CRDC B10 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: **IMA CRDC B11**

Ident.: ME-DM-IMA-00019627.0001001 / 13 APR 16
Applicable to: B-18901, B-18902

<table>
<tr><th>AIRCRAFT STATUS</th><th>CONDITION OF DISPATCH</th></tr>
<tr><td>The CRDC B11 is failed and no other CPIOM/CRDC is failed.

The following functions are lost:
- The monitoring redundancy of the green hydraulic circuit,
- The green Electric Motor Pump (EMP),
- The position monitoring of the green Fire Shut Of Valves (FSOV),
- The automatic bleed function of the green reservoir,
- The pressure monitoring of the green reservoir.</td><td>Refer to Item 42-41-26A CRDC B11</td></tr>
<tr><td>The CRDC B11 is failed and only <u>one</u> of the following CRDC is failed:

Authorized Failure Combinations
CRDC A04
CRDC B13

The following functions are lost:
- The monitoring redundancy of the green hydraulic circuit,
- The green Electric Motor Pump (EMP),
- The position monitoring of the green Fire Shut Of Valves (FSOV),
- The automatic bleed function of the green reservoir,
- The pressure monitoring of the green reservoir.</td><td>Refer to Item 42-41-26B CRDC B11</td></tr>
<tr><td>The CRDC B11 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.</td><td>NO DISPATCH</td></tr>
</table>

Dispatch Message: IMA CRDC B11

Ident.: ME-DM-IMA-00019627.0003001 / 04 APR 17
2 **Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B11 is failed and no other CPIOM/CRDC is failed.	*Refer to Item 42-41-26A CRDC B11*
The CRDC B11 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations CRDC A04	*Refer to Item 42-41-26B CRDC B11*

Dispatch Message: IMA CRDC B12

Ident.: ME-DM-IMA-00019628.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B12 is failed and no other CPIOM/CRDC is failed. The following functions are lost: - The monitoring redundancy of the green hydraulic circuit, - The hydraulic HP filter clogging monitoring for the green Engine Driven Pump (EDP) on engine 2, - On the HYD SD page, the green EDP clutch position indication (DISC).	*Refer to Item 42-41-27A CRDC B12*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B12 is failed and only **one** of the following CRDC is failed: Authorized Failure Combinations: CRDC A04 CRDC B13 The following functions are lost: - The monitoring redundancy of the green hydraulic circuit, - The hydraulic HP filter clogging monitoring for the green Engine Driven Pump (EDP) on engine 2, - On the HYD SD page, the green EDP clutch position indication (DISC).	*Refer to Item 42-41-27B CRDC B12*
The CRDC B12 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: **IMA CRDC B13**

Ident.: ME-DM-IMA-00019629.0001001 / 13 APR 16
Applicable to: B-18901, B-18902

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B13 is failed and no other CPIOM/CRDC is failed. The hydraulic filter clogging monitoring on the green circuit (except green EDP HP filter on engine 2) is lost.	*Refer to Item 42-41-28A CRDC B13*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B13 is failed and only **one** of the following CPIOM/CRDC is failed:	*Refer to Item 42-41-28B CRDC B13*
Authorized Failure Combinations	
CPIOM H61	
CPIOM J23	
CPIOM J51	
CRDC A04	
CRDC B01	
CRDC B02	
CRDC B03	
CRDC B04	
CRDC B05	
CRDC B06	
CRDC B08	
CRDC B10	
CRDC B11	
CRDC B12	
CRDC B14	
The hydraulic filter clogging monitoring on the green circuit (except green EDP HP filter on engine 2) is lost.	
The CRDC B13 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: IMA CRDC B13

Ident.: ME-DM-IMA-00019629.0003001 / 09 JAN 20

3 **Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B13 is failed and no other CPIOM/CRDC is failed. The hydraulic filter clogging monitoring on the green circuit (except green EDP HP filter on engine 2) is lost.	*Refer to Item 42-41-28A CRDC B13*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B13 is failed and only **one** of the following CPIOM/CRDC is failed: Authorized Failure Combinations: CPIOM H61; CPIOM J23; CPIOM J51; CRDC A04; CRDC B01; CRDC B02; CRDC B03; CRDC B04; CRDC B05; CRDC B06; CRDC B08; CRDC B10; CRDC B12; CRDC B14 The hydraulic filter clogging monitoring on the green circuit (except green EDP HP filter on engine 2) is lost.	*Refer to Item 42-41-28B CRDC B13*
The CRDC B13 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Authorized Failure Combinations
CPIOM H61
CPIOM J23
CPIOM J51
CRDC A04
CRDC B01
CRDC B02
CRDC B03
CRDC B04
CRDC B05
CRDC B06
CRDC B08
CRDC B10
CRDC B12
CRDC B14

Dispatch Message: IMA CRDC B14

Ident.: ME-DM-IMA-00019630.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B14 is failed and no other CPIOM/CRDC is failed.	*Refer to Item 42-41-29A CRDC B14*
The CRDC B14 is failed and only **one** of the following CRDC is failed:	*Refer to Item 42-41-29B CRDC B14*

Authorized Failure Combinations
CRDC A04
CRDC B13

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The CRDC B14 is failed and any other CPIOM/CRDC (not listed in the table above) is failed.	NO DISPATCH

Dispatch Message: IMA MULTIPLE MODULES

Ident.: ME-DM-IMA-00014129.0001001 / 05 MAR 15
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two or more IMA modules (not indexed in the authorized IMA failure combinations) are failed.	NO DISPATCH

Dispatch Message: L/G ADIRS SPEED DISAGREE

Ident.: ME-DM-L_G-00015737.0002001 / 13 JAN 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
There is a disagreement between the speed computed from ADIRU data within the CRDC and the CPIOM.	*Refer to Item 32-09-08 L/G ADIRS SPEED DISAGREE Message*

Dispatch Message: L/G BOGIE POSITION

Ident.: ME-DM-L_G-00015740.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both main landing gears is not in the dip position during landing.	NO DISPATCH

Dispatch Message: L/G CTL 1(2)

Ident.: ME-DM-L_G-00015741.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The landing gear control 1(2) is failed.	*Refer to Item 32-31-01 Landing Gear Control*

Dispatch Message: L/G CTL 1+2

Ident.: ME-DM-L_G-00015742.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The landing gear control 1 and 2 are failed.	NO DISPATCH

Dispatch Message: L/G DOWNLOCK REDUNDANCY

Ident.: ME-DM-L_G-00015743.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One normal proximity sensor and one independent proximity sensor associated with the same landing gear are failed.	NO DISPATCH

Dispatch Message: L/G GEAR MONITORING

Ident.: ME-DM-L_G-00015727.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both LGMS applications are failed brake temperature monitoring is not available.	NO DISPATCH
Both LGMS applications are affected by internal failures but brake temperature monitoring remains available on all wheels.	*Refer to Item 32-81-01B Landing Gear Monitoring System*

Dispatch Message: L/G GEAR MONITORING REDUNDANCY

Ident.: ME-DM-L_G-00015729.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One LGMS application is failed.	*Refer to Item 32-81-01A Landing Gear Monitoring System*

Dispatch Message: L/G GEAR UPLOCK

Ident.: ME-DM-L_G-00015744.0002001 / 04 MAY 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One landing gear is indicating both downlocked and uplocked due to the failure of the associated uplock.	*Refer to Item 32-31-07 Landing Gear Uplock*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
Two or more landing gears are indicating both downlocked and uplocked due to the failure of two or more uplocks.	NO DISPATCH

Dispatch Message: **L/G GRVTY EXTN A(B)**

Ident.: ME-DM-L_G-00015745.0002001 / 13 JAN 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A failure of the AECM A(B) system has occurred which impacts the ability to achieve gravity extension.	*Refer to Item 32-09-06 L/G GRVTY EXTN A(B) Message*

Dispatch Message: **L/G GRVTY EXTN A(B) DEGRADED**

Ident.: ME-DM-L_G-00015747.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A failure affecting the AECM A(B) is detected.	*Refer to Item 32-32-02 Landing Gear Gravity Extension Degraded*

Dispatch Message: **L/G GRVTY EXTN A(B) REDUNDANCY**

Ident.: ME-DM-L_G-00015746.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A short or open circuit affecting the AECM A(B) is detected.	*Refer to Item 32-32-01 Landing Gear Gravity Extension Redundancy*

Dispatch Message: **L/G GRVTY EXTN MODULE A(B) INSTALLATION**

Ident.: ME-DM-L_G-00015748.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance has confirmed that the AECM A(B) is not installed on the aircraft.	NO DISPATCH
The maintenance has confirmed that the AECM A(B) is well installed on the aircraft. The monitoring of the AECM A(B) installation is failed.	*Refer to Item 32-32-03 Landing Gear Gravity Extension Module Installation*

Dispatch Message: **L/G GRVTY EXTN TEST A(B)**

Ident.: ME-DM-L_G-00015749.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A failure has been detected in the test circuit of the AECM A(B).	*Refer to Item 32-32-05 Landing Gear Gravity Extension Test*

Dispatch Message: **L/G INDEPENDENT DOWNLOCK SOURCE**

Ident.: ME-DM-L_G-00015739.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more independent proximity sensors or independent CRDCs are failed.	*Refer to Item 32-31-05 Landing Gear Independent Downlock Source*

Dispatch Message: **L/G MAIN L/G NOT BRACED**

Ident.: ME-DM-L_G-00015754.0002001 / 04 MAY 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One of the two sidestays on a MLG has not downlocked during a gravity extension due to the failure of a downlock spring. Aircraft dispatch for flights with the landing gear down is permitted with the affected downlock spring removed.	*Refer to Item 32-31-06 Main Landing Gear Downlock Spring*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
One of the two sidestays on a MLG has not downlocked during a gravity extension due to another mechanical failure than the failure of a downlock spring.	NO DISPATCH

Dispatch Message: L/G MAIN L/G RAPID EXTENSION

Ident.: ME-DM-L_G-00019248.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The main landing gear has extended too fast.	*Refer to Item 32-09-04 L/G MAIN L/G RAPID EXTENSION Message*

Dispatch Message: L/G MAIN L/G RETRACTION SYS 1(2)

Ident.: ME-DM-L_G-00015759.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A short circuit has been detected in the MLG retraction circuit. The MLG retraction selection valve connection to the affected side must be deactivated to isolate the affected circuit.	*Refer to Item 32-31-03 Main Landing Gear Retraction System*

Dispatch Message: L/G MAIN (NOSE) L/G ALTN PWR PACK

Ident.: ME-DM-L_G-00015750.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance has confirmed that the fluid level in the MLG(NLG) alternate power pack is low.	NO DISPATCH

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance has confirmed that the fluid level in the MLG(NLG) alternate power pack is adequate. The monitoring of the fluid level of the MLG(NLG) alternate power pack is failed. *Note:* *The maintenance procedure associated with the item Landing Gear APP Level Monitoring checks the fluid level in the affected APP.*	*Refer to Item 32-32-04 Landing Gear APP Level Monitoring*

Dispatch Message: **L/G MAIN (NOSE) L/G HYD MECH**

Ident.: ME-DM-L_G-00015753.0002001 / 13 JAN 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An hydro-mechanical failure has been detected on the MLG(NLG) during extension, retraction, or door closing.	*Refer to Item 32-09-05 L/G MAIN(NOSE) L/G HYD MECH Message*

Dispatch Message: **L/G MAIN (NOSE) L/G PRESS TRANSDUCER**

Ident.: ME-DM-L_G-00015758.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The MLG(NLG) isolation valve pressure transducer is failed.	*Refer to Item 32-31-02 Landing Gear Pressure Transducer*

Dispatch Message: **L/G MAIN (NOSE) L/G PRESS TRANSDUCER DISAGREE**

Ident.: ME-DM-L_G-00015756.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The MLG(NLG) isolation valve pressure transducer disagrees with the MLG(NLG) isolation valve commanded position and hydraulic system pressure.	*Refer to Item 32-31-02 Landing Gear Pressure Transducer*

Dispatch Message: L/G NOSE L/G RETRACTION SYS 1(2)

Ident.: ME-DM-L_G-00015762.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A short circuit has been detected in the NLG retraction circuit. The NLG retraction selection valve connection to the affected side must be deactivated to isolate the affected circuit.	*Refer to Item 32-31-04 Nose Landing Gear Retraction System*

Dispatch Message: L/G PRE-ARMING FUNCTION

Ident.: ME-DM-L_G-00025814.0002001 / 07 OCT 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Pre-Arming Function is not available	*Refer to Item 32-31-09A Landing Gear Pre-Arming Function Inoperative*

Dispatch Message: L/G PRE-ARMING FUNCTION ACTIVATED

Ident.: ME-DM-L_G-00025815.0003001 / 07 OCT 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The Pre-Arming Function was activated on previous flight due to an engine failure during takeoff.	Not related to MEL
The Pre-Arming Function has been spuriously activated in the previous flight.	*Refer to Item 32-31-09B Landing Gear Pre-Arming Function undue Activation*

Dispatch Message: L/G RETRACTION

Ident.: ME-DM-L_G-00015763.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more landing gears could not achieve retraction due to an incorrect configuration of the landing gear during retraction.	NO DISPATCH

Dispatch Message: L/G SAFETY INTERLOCK

Ident.: ME-DM-L_G-00015764.0002001 / 13 JAN 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A CRDC has detected an erroneous isolation valve or gear retraction valve command from the landing gear control system.	*Refer to Item 32-09-07 L/G SAFETY INTERLOCK Message*

Dispatch Message: L/G SHOCK ABSORBER

Ident.: ME-DM-L_G-00015773.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A shock absorber is detected not in the fully extended position after landing gear extension.	NO DISPATCH

Dispatch Message: L/G SYSTEM DISAGREE

Ident.: ME-DM-L_G-00015775.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Within a landing gear control, system 1 and system 2 proximity sensors disagree on the landing gear position.	NO DISPATCH

Dispatch Message: L/G WEIGHT ON WHEELS

Ident.: ME-DM-L_G-00015776.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The landing gear control side 1 or side 2 cannot compute the ground/flight information.	NO DISPATCH

Dispatch Message: MLG BAY FIRE DET

Ident.: ME-DM-MLG_BAY-00015109.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The MLG BAY fire detection is failed.	NO DISPATCH

Dispatch Message: MLG BAY SINGLE FIRE LOOP

Ident.: ME-DM-MLG_BAY-00015108.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One fire detection loop on the MLG BAY is failed.	*Refer to Item 26-10-04 MLG Bay Fire Detection Loop*

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Dispatch Message: **NAV ADF**

Ident.: ME-DM-NAV-00015372.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ADF is failed.	*Refer to Item 34-50-05 ADF*

Dispatch Message: **NAV ADR 1(2)(3)**

Ident.: ME-DM-NAV-00015785.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ADR 1(2)(3) is failed, or the MFP 1(2)(3) is failed, or one or both static probes associated with the ADR 1(2)(3) are failed.	*Refer to Item 34-12-01 ADR*

Dispatch Message: **NAV ADR 1(2)(3) REJECTED BY PRIMs**

Ident.: ME-DM-NAV-00021423.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Data from ADR 1(2)(3) have been detected as not accurate and have been rejected by the PRIMs. The associated ADR must be considered inoperative.	*Refer to Item 34-12-01 ADR*

Dispatch Message: **NAV ADR 1(2)(3) TAT REJECTED BY WING A-ICE**

Ident.: ME-DM-NAV-00023688.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Data from TAT sensor associated to ADR 1(2)(3) have been detected as not accurate and have been rejected by the wing anti-ice system. The associated ADR must be considered inoperative.	*Refer to Item 34-12-01 ADR*

Dispatch Message: NAV ADR 1+2(1+3)(2+3)(1+2+3)

Ident.: ME-DM-NAV-00015787.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two or three ADRs are failed, or two or three MFPs are failed, or one or both static probes of two or three ADRs are failed.	NO DISPATCH

Dispatch Message: NAV ALL DMEs

Ident.: ME-DM-NAV-00015366.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both DMEs are failed.	*Refer to Item 34-50-02 DME*

Dispatch Message: NAV ALL VORs

Ident.: ME-DM-NAV-00015370.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both VORs are failed.	*Refer to Item 34-50-03 VOR*

Dispatch Message: NAV AOA 4 PROBE

Ident.: ME-DM-NAV-00015789.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The AOA probe is failed or the heating of the AOA probe is failed.	*Refer to Item 34-11-04 AOA 4 Probe*

Dispatch Message: NAV CAPT(F/O) AIRPORT NAV

Ident.: ME-DM-NAV-00014958.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The airport navigation function is failed on either the CAPT or the F/O side.	*Refer to Item 34-38-01 Airport Navigation Function (ANF)*

Dispatch Message: NAV CAPT+F/O AIRPORT NAV

Ident.: ME-DM-NAV-00014959.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The airport navigation function is failed on the CAPT and the F/O side or the airport navigation databases on the CAPT and the F/O sides do not have the same P/N.	*Refer to Item 34-38-01 Airport Navigation Function (ANF)*

Dispatch Message: NAV SINGLE DME

Ident.: ME-DM-NAV-00015365.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One DME is failed.	*Refer to Item 34-50-02 DME*

Dispatch Message: NAV FLS 1(2)

Ident.: ME-DM-NAV-00013910.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
FLS 1(2) is failed.	*Refer to Item 34-36-04A FLS*

Dispatch Message: **NAV FLS 1+2**

Ident.: ME-DM-NAV-00015508.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
FLS 1 and FLS 2 are failed.	*Refer to Item 34-36-04B FLS*

Dispatch Message: **NAV GLS 1(2)**

Ident.: ME-DM-NAV-00015518.0001001 / 01 DEC 23
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
GLS 1(2) is failed.	*Refer to Item 34-36-05 GLS*

Dispatch Message: **NAV GLS 1+2**

Ident.: ME-DM-NAV-00015521.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
GLS 1 and GLS 2 are failed.	*Refer to Item 34-36-05 GLS*

Dispatch Message: **NAV GNSS 1(2)**

Ident.: ME-DM-NAV-00000738.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
GNSS 1(2) is failed.	*Refer to Item 34-50-01A GNSS*

Dispatch Message: **NAV GNSS 1+2**

Ident.: ME-DM-NAV-00015527.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
GNSS 1 and GNSS 2 are failed.	*Refer to Item 34-50-01 GNSS*

Dispatch Message: NAV GNSS 1(2)(1+2) REJECTED BY IRs

Ident.: ME-DM-NAV-00023698.0001001 / 06 JUL 23
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The GNSS 1(2)(1+2) position is detected failed by the ADIRS.	*Refer to Item 34-50-06 GNSS monitoring by IRs*

Dispatch Message: NAV ILS 1(2)

Ident.: ME-DM-NAV-00015500.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
ILS 1(2) is failed.	*Refer to Item 34-36-02A ILS*

Dispatch Message: NAV ILS 1+2

Ident.: ME-DM-NAV-00015502.0001001 / 03 JUL 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
ILS 1 and ILS 2 are failed.	*Refer to Item 34-36-02B ILS*

Dispatch Message: NAV IR 1(2)(3)

Ident.: ME-DM-NAV-00015790.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The IR 1(2)(3) is failed.	*Refer to Item 34-12-02 IR*

Dispatch Message: NAV IR 1(2)(3) REJECTED BY PRIMs

Ident.: ME-DM-NAV-00021424.0002001 / 04 OCT 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Data from IR 1(2)(3) have been detected as not accurate and have been rejected by the PRIMs. The associated IR must be considered inoperative.	*Refer to Item 34-12-02 IR*

Dispatch Message: NAV IR 1+2(1+3)(2+3)(1+2+3)

Ident.: ME-DM-NAV-00025740.0001001 / 08 JUL 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two or three IRs are failed.	NO DISPATCH

Dispatch Message: NAV ISIS AIR DATA REJECTED BY PRIMs

Ident.: ME-DM-NAV-00024564.0001001 / 06 DEC 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Air data from ISIS have been detected as not accurate and have been rejected by the PRIMs.	NO DISPATCH

Dispatch Message: NAV ISIS INERT DATA REJECTED BY PRIMs

Ident.: ME-DM-NAV-00024565.0001001 / 06 DEC 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Inertial data from ISIS have been detected as not accurate and have been rejected by the PRIMs.	NO DISPATCH

Dispatch Message: **NAV LS 1(2)**

Ident.: ME-DM-NAV-00025046.0003001 / 01 DEC 23
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
ILS 1(2), FLS 1(2), GLS 1(2) and SLS 1(2) are failed.	*Refer to Item 34-36-02A ILS* and *Refer to Item 34-36-04A FLS* and *Refer to Item 34-36-05 GLS* and *Refer to Item 34-36-06 SLS*

Dispatch Message: **NAV LS 1+2**

Ident.: ME-DM-NAV-00025060.0003001 / 20 MAR 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
ILS 1, ILS 2, FLS 1, FLS 2, GLS 1, GLS 2, SLS 1 and SLS 2 are failed.	*Refer to Item 34-36-02B ILS* and *Refer to Item 34-36-04B FLS* and *Refer to Item 34-36-05 GLS* and *Refer to Item 34-36-06 SLS*

Dispatch Message: **NAV MMR 1(2)**

Ident.: ME-DM-NAV-00015496.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
MMR 1(2) is failed.	*Refer to Item 34-36-01A MMR*

Dispatch Message: NAV MMR 1+2

Ident.: ME-DM-NAV-00015497.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
MMR 1 and MMR 2 are failed.	*Refer to Item 34-36-01B MMR*

Dispatch Message: NAV MFP 1(2)(3) TAT

Ident.: ME-DM-NAV-00015813.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The TAT function of the MFP 1(2)(3) is failed.	*Refer to Item 34-13-01 MFP TAT Function*

Dispatch Message: NAV MULTIPLE ADR STATIC PROBE

Ident.: ME-DM-NAV-00021776.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two static probes are failed on two different ADRs.	NO DISPATCH

Dispatch Message: NAV OAT 1(2) PROBE

Ident.: ME-DM-NAV-00015815.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The OAT 1(2) probe is failed.	*Refer to Item 34-11-05 OAT Probe*

Dispatch Message: NAV RA DEGRADED

Ident.: ME-DM-NAV-00013907.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The NAV RA DEGRADED is associated with either the NAV RA SYS A(B)(C) or the NAV RA SYS A(B)(C) ERRONEOUS DATA dispatch message. The radio altimeter A(B)(C) is failed or detected erroneous and there is a discrepancy between the two remaining radio altimeters height.	NO DISPATCH

Dispatch Message: NAV RA SYS A(B)(C)

Ident.: ME-DM-NAV-00013905.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The radio altimeter A(B)(C) is failed.	*Refer to Item 34-42-01A Radio Altimeter*
The radio altimeter A(B)(C) is failed and was deactivated further to the display of the NAV RA SYS A(B)(C) ERRONEOUS DATA message on the DISPATCH page.	*Refer to Item 34-42-01C Radio Altimeter*

Dispatch Message: NAV RA SYS A+B(A+C)(B+C)

Ident.: ME-DM-NAV-00013908.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two radio altimeters: - Are failed, or - Were deactivated further to the display of the NAV RA SYS A(B)(C) ERRONEOUS DATA message on the DISPATCH page.	*Refer to Item 34-42-01D Radio Altimeter*

Dispatch Message: NAV RA SYS A+B+C

Ident.: ME-DM-NAV-00013909.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The three radio altimeters are failed.	NO DISPATCH

Dispatch Message: NAV RA SYS A(B)(C) ERRONEOUS DATA

Ident.: ME-DM-NAV-00013906.0001001 / 13 JAN 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The radio altimeter A(B)(C) is detected erroneous. Maintenance action: The maintenance must deactivate the affected radio altimeter. System consequence (after deactivation): On the DISPATCH page, the message NAV RA SYS A(B)(C) replaces NAV RA SYS A(B)(C) ERRONEOUS DATA	*Refer to Item 34-42-01C Radio Altimeter*

Dispatch Message: NAV RA SYS A(B)(C) LOST BY PRIMs

Ident.: ME-DM-NAV-00019690.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One radio altimeter is rejected by the PRIMs. The radio altimeter A(B)(C) must be considered inoperative.	*Refer to Item 34–42–01A Radio Altimeter*
Two radio altimeters are rejected by the PRIMs The two associated radio altimeters must be considered inoperative.	*Refer to Item 34–42–01D Radio Altimeter*

Dispatch Message: NAV RESIDUAL AIRSPEED 1(2)(3)

Ident.: ME-DM-NAV-00021426.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ADR 1(2)(3) provides an erroneous residual airspeed on ground. The affected ADR must be considered inoperative.	*Refer to Item 34-12-01 ADR*

Dispatch Message: NAV RNP AR CAPABILITY DOWNGRADED

Ident.: ME-DM-NAV-00019695.0001001 / 30 APR 14
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The RNP AR capability is downgraded.	*Refer to Item 22-10-11 RNP AR Capability Downgraded*

Dispatch Message: NAV RNP AR CAPABILITY LOST

Ident.: ME-DM-NAV-00019696.0001001 / 30 APR 14
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The RNP AR capability is lost.	*Refer to Item 22-10-12 RNP AR Capability*

Dispatch Message: NAV SIDESLIP PROBE 1(2)(3)

Ident.: ME-DM-NAV-00015795.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
The sideslip probe 1(2)(3) is failed.	*Refer to Item 34-11-03 Sideslip Probe*

Dispatch Message: NAV SLS 1(2)

Ident.: ME-DM-NAV-00015522.0001001 / 01 DEC 23
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
SLS 1(2) is failed.	*Refer to Item 34-36-06 SLS*

Dispatch Message: NAV SLS 1+2

Ident.: ME-DM-NAV-00015524.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
SLS 1 and SLS 2 are failed.	*Refer to Item 34-36-06 SLS*

Dispatch Message: NAV SINGLE VOR

Ident.: ME-DM-NAV-00015367.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One VOR is failed.	*Refer to Item 34-50-03 VOR*

Dispatch Message: OIS CAPT(F/O) OIS ON OUTER CAPT(F/O)

Ident.: ME-DM-OIS-00023588.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The OIS display is failed on the CAPT OUTER DU or the F/O OUTER DU.	*Refer to Item 46-25-02 OIS Display on the OUTER DU*

Dispatch Message: OIS CAPT(F/O) OIS DISPLAY

Ident.: ME-DM-OIS-00023589.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The OIS display on the CAPT(F/O) side is failed.	*Refer to Item 46-25-01 OIS Display*

Dispatch Message: OIS CAPT+F/O OIS DISPLAY

Ident.: ME-DM-OIS-00023590.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The OIS display on the CAPT and the F/O sides are failed.	*Refer to Item 46-25-01 OIS Display*

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Dispatch Message: OVHD PNL AIR & ELEC CTLs

Ident.: ME-DM-OVHD-00024132.0001001 / 05 JAN 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights and commands are inoperative on the AIR & ELEC overhead panel (225VM). The command of the shedding for the galleys power supply is lost.	NO DISPATCH

Dispatch Message: OVHD PNL AIR & ELEC DEGRADED

Ident.: ME-DM-OVHD-00024133.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights are inoperative on the AIR & ELEC overhead panel (225VM).	*Refer to Item 31-02-01 AIR & ELEC Overhead Panel (225VM)*

Dispatch Message: OVHD PNL LOWER CTR CTL PNL

Ident.: ME-DM-OVHD-00024134.0001001 / 06 JUL 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights and commands are inoperative on the LOWER CENTER overhead panel (215VM). The following commands are lost: - ENG 1 ANTI ICE pb - ENG 2 ANTI ICE pb - WING ANTI ICE pb - CABIN ALT MODE pb-sw - CABIN V/S MODE pb-sw - DITCHING pb-sw - EXT LT switches - ANN LT TEST sw - SIGNS switches - STBY COMPASS & EYE REF / ICE IND sw	NO DISPATCH

Dispatch Message: OVHD PNL LOWER CTR DEGRADED+ICE IND LT

Ident.: ME-DM-OVHD-00024135.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights and commands are inoperative on the LOWER CENTER overhead panel (215VM). The following commands are lost: - ENG 1 ANTI ICE pb - STBY COMPASS & EYE REF / ICE IND sw The annunciator light test capability is degraded. Several lights on other panels do not come on during an annunciator light test.	*Refer to Item 31-02-03B - Lights and commands inoperative on side 1*

Dispatch Message: OVHD PNL LOWER L DEGRADED

Ident.: ME-DM-OVHD-00025392.0001001 / 09 JAN 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights and commands are inoperative on the LOWER LEFT overhead panel (211VM). The following commands may be lost: - ACMS TRIGGER pb - DFDR EVENT pb - RAIN RPLNT pb	*Refer to Item 31-02-04 LOWER LEFT Overhead Panel (211VM)*

Dispatch Message: OVHD PNL LOWER L DEGRADED+FUEL JTSN

Ident.: ME-DM-OVHD-00024136.0003001 / 04 OCT 17
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights and commands are inoperative on the LOWER LEFT overhead panel (211VM). The following commands may be lost: - ACMS TRIGGER pb - DFDR EVENT pb - RAIN RPLNT pb - FUEL JETTISON ARM pb-sw - FUEL JETTISON ACTIVE pb-sw	*Refer to Item 31-02-04 LOWER LEFT Overhead Panel (211VM)*

Dispatch Message: OVHD PNL LOWER R DEGRADED

Ident.: ME-DM-OVHD-00024137.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights and commands are inoperative on the LOWER RIGHT overhead panel (212VM). The following commands may be lost: - ENG 1 MAN START pb-sw - ENG 2 MAN START pb-sw	*Refer to Item 31-02-05 LOWER RIGHT Overhead Panel (212VM)*

Dispatch Message: OVHD PNL MAINT DEGRADED

Ident.: ME-DM-OVHD-00024139.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights and commands are inoperative on the MAINTENANCE overhead panel (255VM). The following commands may be lost: - ENG 1 FADEC GND PWR pb-sw - ENG 2 FADEC GND PWR pb-sw - APU ECON MODE pb - OXYGEN RESET pb - SVCE INT OVRD pb-sw	*Refer to Item 31-02-06 MAINTENANCE Overhead Panel (255VM)*

Dispatch Message: OVHD PNL MID L DEGRADED

Ident.: ME-DM-OVHD-00024140.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights and commands are inoperative on the MID LEFT overhead panel (221VM). The following commands may be lost: - MOBILE COM pb-sw ⊲✳ - PAX INFO pb-sw ⊲✳ - LANDSCAPE CAMERA pb-sw ⊲✳ - PAX PERS ELEC SPLY pb-sw ⊲✳	*Refer to Item 31-02-07 MID LEFT Overhead Panel (221VM)*

Dispatch Message: OVHD PNL MID R DEGRADED

Ident.: ME-DM-OVHD-00024141.0001001 / 28 APR 23
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights and commands are inoperative on the MID RIGHT overhead panel (222VM). The following commands may be lost: - Manual control of the green hydraulic electric pump (GND HYD GREEN ELEC PMP AUTO pb) - Manual control of the yellow hydraulic electric pump (GND HYD YELLOW ELEC PMP AUTO pb) - SURV ROW/ROP pb-sw - SURV T.O SURV pb-sw	*Refer to Item 31-02-08 MID RIGHT Overhead Panel (222VM)*

Dispatch Message: OVHD PNL VENT CAB FANS CTL

Ident.: ME-DM-OVHD-00024138.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Some lights and commands are inoperative on the LOWER RIGHT overhead panel (212VM). The command of the cabin recirculation fans (CAB FANS pb-sw) is lost.	NO DISPATCH

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Dispatch Message: OXY CAPT(F/O) BOTTLE PRESS LO

Ident.: ME-DM-OXY-00015486.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The pressure in the CAPT(F/O) oxygen bottle is low.	NO DISPATCH

Dispatch Message: OXY CAPT(F/O) BOTTLE PRESS MONITORING

Ident.: ME-DM-OXY-00015492.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of the CAPT(F/O) oxygen bottle is failed.	*Refer to Item 35-07-02 Crew Oxygen Bottle Pressure Monitoring on the DOOR/OXYGEN SD page*

Dispatch Message: OXY CAPT(F/O) SUPPLY VLV CLOSED

Ident.: ME-DM-OXY-00017684.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The oxygen supply valve of the CAPT(F/O) is failed in the closed position.	NO DISPATCH

Dispatch Message: OXY CTL

Ident.: ME-DM-OXY-00019793.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The control and monitoring of the oxygen system in the cabin and in the cockpit is failed.	NO DISPATCH

Dispatch Message: OXY CTL REDUNDANCY

Ident.: ME-DM-OXY-00019795.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One oxygen application hosted on CPIOM H33 or H34 is failed.	*Refer to Item 35-10-06 Oxygen Control Redundancy*

Dispatch Message: OXY PAX AUTO CONTROL

Ident.: ME-DM-OXY-00017685.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The automatic control of the passenger oxygen masks is failed.	*Refer to Item 35-20-01 Automatic Control of the Passengers Oxygen Masks*

Dispatch Message: RECORDER ACCELEROMETER

Ident.: ME-DM-RECORDER-00015142.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The recorder accelerometer is failed.	*Refer to Item 31-30-03 Recorder Accelerometer*

Dispatch Message: RECORDER CVR

Ident.: ME-DM-RECORDER-00015012.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CVR is failed.	*Refer to Item 23-71-01 CVR*

Dispatch Message: RECORDER DIGITAL FLIGHT DATA RECORDER

Ident.: ME-DM-RECORDER-00015141.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The DFDR is failed.	*Refer to Item 31-30-02 Digital Flight Data Recorder (DFDR)*

Dispatch Message: RECORDER SYSTEM

Ident.: ME-DM-RECORDER-00015139.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The recorder system is failed. Both the DFDR and the VQAR do not record data anymore.	*Refer to Item 31-30-01 Recorder System*

Dispatch Message: **RECORDER VQAR**

Ident.: ME-DM-RECORDER-00015143.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The VQAR is failed.	*Refer to Item 31-30-04 Virtual Quick Access Recorder (VQAR)*

Dispatch Message: SMOKE AFT/BULK CARGO BOTTLES

Ident.: ME-DM-SMOKE-00015476.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fire extinguishing system in the AFT/BULK cargo compartment is lost.	*Refer to Item 26-23-04 AFT/BULK Cargo Fire Extinguishing System*

Dispatch Message: SMOKE AFT/BULK CARGO BTLs REDUNDANCY

Ident.: ME-DM-SMOKE-00015473.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy in the fire extinguishing system of the AFT/BULK cargo compartment is lost.	*Refer to Item 26-23-03 AFT/BULK Cargo Fire Extinguishing System Redundancy*

Dispatch Message: SMOKE AFT/BULK CARGO DET

Ident.: ME-DM-SMOKE-00015462.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
At least one pair of smoke detectors at the same location in the AFT/BULK cargo compartment is failed. The smoke detection in the AFT/BULK cargo compartment is lost.	*Refer to Item 26-16-04 AFT/BULK Cargo Smoke Detection*

Dispatch Message: SMOKE AFT/BULK CARGO DET REDUNDANCY

Ident.: ME-DM-SMOKE-00015442.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more smoke detectors at different locations in the AFT/BULK cargo compartment are failed. The smoke detection in the AFT/BULK cargo compartment is still available.	*Refer to Item 26-16-03 AFT/BULK Cargo Smoke Detection Redundancy*

Dispatch Message: SMOKE CABIN REST DET

Ident.: ME-DM-SMOKE-00015469.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Two or more smoke detectors in the CCRC are failed. The smoke detection in the CCRC is lost.	*Refer to Item 26-18-03 CCRC Smoke Detection*

Dispatch Message: SMOKE CABIN REST DET REDUNDANCY

Ident.: ME-DM-SMOKE-00015468.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One smoke detector in the CCRC is failed. The smoke detection in the CCRC is still available.	*Refer to Item 26-18-02 CCRC Smoke Detection Redundancy*

Dispatch Message: SMOKE DET

Ident.: ME-DM-SMOKE-00015395.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both smoke detection functions are failed. The smoke detection in the avionics and additional electronic compartments, cargo compartments and cabin is lost.	NO DISPATCH

Dispatch Message: SMOKE DET REDUNDANCY

Ident.: ME-DM-SMOKE-00015392.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One smoke detection function is failed. The smoke detection in the avionics and additional electronic compartments, cargo compartments and cabin is still available.	*Refer to Item 26-15-01 Smoke Detection Redundancy*

Dispatch Message: SMOKE FLT REST DET

Ident.: ME-DM-SMOKE-00015467.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both smoke detectors in the FCRC are failed. The smoke detection in the FCRC is lost.	*Refer to Item 26-18-01 FCRC Smoke Detection*

Dispatch Message: SMOKE FWD CARGO BOTTLES

Ident.: ME-DM-SMOKE-00015471.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fire extinguishing system in the FWD cargo compartment is lost.	*Refer to Item 26-23-02 FWD Cargo Fire Extinguishing System*

Dispatch Message: SMOKE FWD CARGO BTLs REDUNDANCY

Ident.: ME-DM-SMOKE-00015470.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy in the fire extinguishing system of the FWD cargo compartment is lost.	*Refer to Item 26-23-01 FWD Cargo Fire Extinguishing System Redundancy*

Dispatch Message: SMOKE FWD CARGO DET

Ident.: ME-DM-SMOKE-00015440.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
At least one pair of smoke detectors at the same location in the FWD cargo compartment is failed. The smoke detection in the FWD cargo compartment is lost.	*Refer to Item 26-16-02 FWD Cargo Smoke Detection*

Dispatch Message: SMOKE FWD CARGO DET REDUNDANCY

Ident.: ME-DM-SMOKE-00015438.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more smoke detectors at different locations in the FWD cargo compartment are failed. The smoke detection in the FWD cargo compartment is still available.	*Refer to Item 26-16-01 FWD Cargo Smoke Detection Redundancy*

Dispatch Message: SMOKE FWD+AFT CARGOS BOTTLES

Ident.: ME-DM-SMOKE-00015478.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The fire extinguishing system in the FWD and AFT/BULK cargos compartments is lost.	*Refer to Item 26-23-06 Cargo Fire Extinguishing System*

Dispatch Message: SMOKE FWD+AFT CARGOS BTLs REDUNDANCY

Ident.: ME-DM-SMOKE-00015477.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A redundancy in the fire extinguishing system of the FWD and AFT/BULK cargos compartments is lost.	*Refer to Item 26-23-05 Cargo Fire Extinguishing System Redundancy*

Dispatch Message: SMOKE FWD+AFT CARGOS BTL 1

Ident.: ME-DM-SMOKE-00015480.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both squibs of the fire extinguishing bottle 1 are failed, or the bottle 1 is detected in the low pressure condition. The fire extinguishing bottle 1 is lost.	*Refer to Item 26-23-08 Cargo Fire Extinguishing System Bottle 1*

Dispatch Message: SMOKE FWD+AFT CARGOS BTL 1 REDUNDANCY

Ident.: ME-DM-SMOKE-00015479.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One squib of the fire extinguishing bottle 1 is failed.	*Refer to Item 26-23-07 Cargo Fire Extinguishing System Bottle 1 Redundancy*

Dispatch Message: SMOKE FWD+AFT CARGOS BTL 2

Ident.: ME-DM-SMOKE-00015483.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both squibs of the fire extinguishing bottle 2 are failed, or the bottle 2 is detected in the low pressure condition. The fire extinguishing bottle 2 is lost.	*Refer to Item 26-23-10 Cargo Fire Extinguishing System Bottle 2*

Dispatch Message: SMOKE FWD+AFT CARGOS BTL 2 REDUNDANCY

Ident.: ME-DM-SMOKE-00015482.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One squib of the fire extinguishing bottle 2 is failed.	*Refer to Item 26-23-09 Cargo Fire Extinguishing System Bottle 2 Redundancy*

Dispatch Message: SMOKE IFE BAY DET

Ident.: ME-DM-SMOKE-00015421.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both smoke detectors in the IFE bay are failed. The smoke detection in the IFE bay is lost.	*Refer to Item 26-15-05 IFE Smoke Detection*

Dispatch Message: SMOKE IFE BAY DET REDUNDANCY

Ident.: ME-DM-SMOKE-00015419.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One smoke detector in the IFE bay is failed. The smoke detection in the IFE bay is still available.	*Refer to Item 26-15-04 IFE Smoke Detection Redundancy*

Dispatch Message: SMOKE LAVATORY DET

Ident.: ME-DM-SMOKE-00015464.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The smoke detector (or associated DEU B) in a lavatory is failed. The smoke detection in the associated lavatory is lost.	*Refer to Item 26-17-01 Lavatory Smoke Detection*

Dispatch Message: SMOKE L AVNCS DET

Ident.: ME-DM-SMOKE-00015402.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both smoke detectors in the left avionics bay are failed. The smoke detection in the left avionics bay is lost.	NO DISPATCH

Dispatch Message: SMOKE L AVNCS DET REDUNDANCY

Ident.: ME-DM-SMOKE-00015397.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One smoke detector in the left avionics bay is failed. The smoke detection in the left avionics bay is still available.	*Refer to Item 26-15-02 Left Avionics Smoke Detection Redundancy*

Dispatch Message: **SMOKE R AVNCS DET**

Ident.: ME-DM-SMOKE-00015417.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both smoke detectors in the right avionics bay are failed. The smoke detection in the right avionics bay is lost.	NO DISPATCH

Dispatch Message: **SMOKE R AVNCS DET REDUNDANCY**

Ident.: ME-DM-SMOKE-00015403.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One smoke detector in the right avionics bay is failed. The smoke detection in the right avionics bay is still available.	*Refer to Item 26-15-03 Right Avionics Smoke Detection Redundancy*

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Dispatch Message: STEER CAPT(F/O) PEDAL DISC BUTTON

Ident.: ME-DM-STEER-00015654.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CAPT(F/O) PEDAL DISC pb is inoperative.	*Refer to Item 32-50-03 Steering Pedal Disconnection pb*

Dispatch Message: STEER CAPT(F/O) STEER TILLER

Ident.: ME-DM-STEER-00015655.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CAPT(F/O) tiller (handwheel) is failed.	*Refer to Item 32-50-01 Steering Tiller (Handwheel)*

Dispatch Message: STEER CTL 1(2)

Ident.: ME-DM-STEER-00015656.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The STEER CTL side 1 or 2 is failed.	*Refer to Item 32-51-01 Steering Control*

Dispatch Message: STEER ISOL VLV

Ident.: ME-DM-STEER-00015658.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The nose wheel steering isolation valve is failed open. The disconnection of the active steering for towing is lost.	NO DISPATCH

Dispatch Message: STEER N/W STEER

Ident.: ME-DM-STEER-00015659.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The nose wheel steering is lost.	NO DISPATCH

Dispatch Message: STEER N/W STEER ANGLE LIMIT EXCEEDED

Ident.: ME-DM-STEER-00015661.0001001 / 08 FEB 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The nose wheel steering limit has been exceeded. A visual check after pushback/towing confirms that the oversteer brackets on the nose landing gear are not damaged.	*Refer to Item 32-09-10 STEER N/W STEER ANGLE LIMIT EXCEEDED Message*
The nose wheel steering limit has been exceeded. A visual check after pushback/towing confirms that the oversteer brackets on the nose landing gear are damaged.	NO DISPATCH

Dispatch Message: STEER N/W STEER DISC FUNCTION

Ident.: ME-DM-STEER-00015662.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The nose wheel steering is powered while the tow mode has been selected via the NWS DISCONNECT sw. The towing function is lost.	*Refer to Item 32-50-02A NWS Disconnection Function*

Dispatch Message: STEER N/W STEER DISC PANEL

Ident.: ME-DM-STEER-00015660.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
An invalid request to reactivate steering during towing operations is detected. The active NWS is lost.	*Refer to Item 32-50-02B NWS Disconnection Function*

Dispatch Message: STEER N/W STEER OFFSET

Ident.: ME-DM-STEER-00015663.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The nose wheel steering zero position is offset from the aircraft center line above a specific threshold (>2 °).	NO DISPATCH

Dispatch Message: STEER PEDAL STEER CTL

Ident.: ME-DM-STEER-00023689.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Steering control via the pedals is lost.	NO DISPATCH

Dispatch Message: STEER SAFETY TEST REQUIRED

Ident.: ME-DM-STEER-00023622.0001001 / 12 JUL 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The steering system automatic test has not been performed. When the maintenance manually perform the test, the dispatch message disappears from the DISPATCH page.	Not related to MEL

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The steering system automatic test has not been performed. No maintenance is available to manually perform the test.	NO DISPATCH

Dispatch Message: SURV ADS-B TRAFFIC 1(2)

1 Ident.: ME-DM-SURV-00015165.0001001 / 09 DEC 13
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ADS-B TRAFFIC function of one surveillance system is failed.	*Refer to Item 34-71-07A ADS-B TRAFFIC Function*

Dispatch Message: SURV ADS-B TRAFFIC 1+2

2 Ident.: ME-DM-SURV-00015166.0001001 / 09 DEC 13
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ADS-B TRAFFIC function of both surveillance systems is failed.	*Refer to Item 34-71-07B ADS-B TRAFFIC Function*

Dispatch Message: SURV GPWS

Ident.: ME-DM-SURV-00015019.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The GPWS part of TAWS of both surveillance systems is failed.	*Refer to Item 34-71-03B GPWS*

Dispatch Message: SURV GPWS REDUNDANCY

Ident.: ME-DM-SURV-00015018.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The GPWS part of TAWS of one surveillance system is failed.	*Refer to Item 34-71-03A GPWS*

Dispatch Message: **SURV PRED W/S 1(2)**

Ident.: ME-DM-SURV-00015168.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The predictive windshear function of one surveillance system is failed.	*Refer to Item 34-71-09A Predictive Windshear Function*

Dispatch Message: **SURV PRED W/S 1+2**

Ident.: ME-DM-SURV-00015169.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The predictive windshear function of both surveillance systems is failed.	*Refer to Item MEL 34-71-09B Predictive Windshear Function*

Dispatch Message: **SURV REACTIVE W/S DET**

Ident.: ME-DM-SURV-00019694.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The reactive windshear function is failed.	*Refer to Item 22-60-02 Reactive Windshear*

Dispatch Message: **SURV ROW/ROP**

Ident.: ME-DM-SURV-00019698.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The ROW/ROP function is lost.	*Refer to Item 32-42-26 ROW/ROP*

Dispatch Message: SURV RWY COND / BRAKING ACTION SEL

Ident.: ME-DM-SURV-00024131.0001001 / 04 OCT 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The lights and the RWY COND / BRAKING ACTION selector are inoperative on the BRAKE panel (312VM).	*Refer to Item 31-02-09 BRAKE Panel (312VM)*

Dispatch Message: SURV SYS 1(2)

Ident.: ME-DM-SURV-00015014.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One surveillance system is failed.	*Refer to Item 34-71-01 Surveillance System*

Dispatch Message: SURV SYS 1+2

Ident.: ME-DM-SURV-00015015.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both surveillance systems are failed.	NO DISPATCH

Dispatch Message: SURV TAWS

Ident.: ME-DM-SURV-00015017.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The TAWS of both surveillance systems is failed.	*Refer to Item 34-71-02B TAWS*

Dispatch Message: SURV TAWS REDUNDANCY

Ident.: ME-DM-SURV-00015016.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The TAWS of one surveillance system is failed.	*Refer to Item 34-71-02A TAWS*

Dispatch Message: SURV TCAS 1(2)

Ident.: ME-DM-SURV-00015033.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The TCAS of one surveillance system is failed.	*Refer to Item 34-71-06A TCAS*

Dispatch Message: SURV TCAS 1+2

Ident.: ME-DM-SURV-00015034.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The TCAS of both surveillance systems is failed.	*Refer to Item 34-71-06B TCAS*

Dispatch Message: SURV TERR SYS

Ident.: ME-DM-SURV-00015030.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The terrain functions of TAWS of both surveillance systems are failed.	*Refer to Item 34-71-04B Terrain Functions*

Dispatch Message: SURV TERR SYS REDUNDANCY

Ident.: ME-DM-SURV-00015020.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The terrain functions of TAWS of one surveillance system are failed.	*Refer to Item 34-71-04A Terrain Functions*

Dispatch Message: SURV XPDR 1(2)

Ident.: ME-DM-SURV-00015031.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One transponder is failed.	*Refer to Item 34-71-05 Transponder*

Dispatch Message: SURV XPDR 1+2

Ident.: ME-DM-SURV-00015032.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both transponders are failed.	NO DISPATCH

Dispatch Message: SURV WXR 1(2)

Ident.: ME-DM-SURV-00012292.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The weather radar function of one surveillance system is failed.	*Refer to Item 34-71-08A Weather Radar Function*

Dispatch Message: SURV WXR 1+2

Ident.: ME-DM-SURV-00015167.0001001 / 06 DEC 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The weather radar function of both surveillance systems is failed.	*Refer to Item 34-71-08B Weather Radar Function*

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Dispatch Message: **TAIL STRIKE DET**

Ident.: ME-DM-TAIL_STRIK-00015361.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The tail strike detection is lost.	*Refer to Item 31-28-01 Tail Strike Detection*

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Dispatch Message: VENT AFT LAV & GALLEYS EXTRACT

Ident.: ME-DM-VENT-00018024.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The lavatory and galley air extraction is failed: the associated extraction fan is inoperative and the associated isolation valve is failed in the closed position. System consequence: The automatic control of the cabin temperature is inoperative. The cabin temperature indications are inoperative on the COND SD page.	*Refer to Item 21-23-01A Lavatory and Galley Extraction System*
The lavatory and galley air extraction is failed: the associated extraction fan is inoperative. Maintenance action: To recover the air extraction during flight, the associated isolation valve must be deactivated in the open position. System consequence (after deactivation): The automatic control of the cabin temperature is inoperative. The cabin temperature indications are inoperative on the COND SD page. On the DISPATCH page, the message VENT AFT LAV & GALLEYS ISOL VLV and VENT AFT LAV & GALLEYS EXTRACT FAN replaces VENT AFT LAV & GALLEYS EXTRACT	*Refer to Item 21-23-01B Lavatory and Galley Extraction System*

Dispatch Message: VENT AFT LAV & GALLEYS EXTRACT FAN

Ident.: ME-DM-VENT-00018026.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The lavatory and galley air extraction is failed.	*Refer to Item 21-23-02 Lavatory and Galley Extraction Fan*

Dispatch Message: VENT AFT LAV & GALLEYS ISOL VLV

Ident.: ME-DM-VENT-00020057.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The position monitoring of the AFT lavatory and galley isolation valve is failed or the valve has been deactivated in the closed position further to the display of the VENT AFT LAV & GALLEYS ISOL VLV OPEN message on the DISPATCH page.	*Refer to Item 21-23-03B Lavatory and Galley Isolation Valve*

Dispatch Message: VENT AFT LAV & GALLEYS ISOL VLV CLOSED

Ident.: ME-DM-VENT-00018027.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The lavatory and galley isolation valve is failed in the closed position.	*Refer to Item 21-23-03A Lavatory and Galley Isolation Valve*

Dispatch Message: VENT AFT LAV & GALLEYS ISOL VLV OPEN

Ident.: ME-DM-VENT-00018029.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The lavatory and galley isolation valve is failed in the open position. Both engine bleed air systems, both air conditioning packs and one avionics extraction fan need to be operative to ensure the aircraft pressurization.	*Refer to Item 21-23-03C Lavatory and Galley Isolation Valve*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The lavatory and galley isolation valve is failed in the open position. Maintenance action: If one engine bleed air systems, one air conditioning pack or both avionics extraction fans are inoperative, the lavatory and galley isolation valve must be deactivated in the closed position to ensure the aircraft pressurization. System consequence (after the deactivation): On the DISPATCH page, the message VENT AFT LAV & GALLEYS ISOL VLV replaces VENT AFT LAV & GALLEYS ISOL VLV OPEN	*Refer to Item 21-23-03B Lavatory and Galley Isolation Valve*

Dispatch Message: **VENT AVNCS EXTRACT**

Ident.: ME-DM-VENT-00018009.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The avionics extraction is failed due to: - Both avionics extraction fans are failed and the small flap of the avionics overboard valve is failed in the closed position, or - The avionics inboard valve and the small flap of the avionics overboard valve are failed in the closed position.	NO DISPATCH

Dispatch Message: **VENT AVNCS FAN MONITORING**

Ident.: ME-DM-VENT-00018011.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of one or more avionics fans (blowing fan and/or extraction fan) is failed due the failure of associated can bus.	*Refer to Item 21-26-07 Avionics Fan Monitoring*

Dispatch Message: VENT AVNCS FILTER CLOGGED

Ident.: ME-DM-VENT-00018012.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or both avionics filters are clogged.	*Refer to Item 21-26-08 Avionics Filter Clogged*

Dispatch Message: VENT AVNCS INBOARD VLV

Ident.: ME-DM-VENT-00018013.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The position monitoring of the avionics inboard valve is failed. Maintenance action: If one or both avionics extraction fans are operative, the avionics inboard valve must be deactivated in the open position to ensure the air extraction of the avionics bay.	*Refer to Item 21-26-09B Avionics Inboard Valve*
The position monitoring of the avionics inboard valve is failed. Maintenance action: If both avionics extraction fans are also inoperative, the avionics inboard valve must be deactivated in the closed position to ensure the avionics extraction (with avionics extraction override).	*Refer to Item 21-26-09C Avionics Inboard Valve*

Dispatch Message: VENT AVNCS INBOARD VLV CLOSED

Ident.: ME-DM-VENT-00018014.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The avionics inboard valve is failed in the closed position. Maintenance action: If one or both avionics extraction fans are operative, the avionics inboard valve must be deactivated in the open position to ensure the air extraction of the avionics bay. System consequence (after deactivation): On the DISPATCH page, the message VENT AVNCS INBOARD VLV replaces VENT AVNCS INBOARD VLV CLOSED	*Refer to Item 21-26-09B Avionics Inboard Valve*
The avionics inboard valve is failed in the closed position. Maintenance action: If both avionics extraction fans are also inoperative, the avionics inboard valve must be deactivated in the closed position to ensure the avionics extraction (with avionics extraction override). System consequence (after deactivation): On the DISPATCH page, the message VENT AVNCS INBOARD VLV replaces VENT AVNCS INBOARD VLV CLOSED	*Refer to Item 21-26-09C Avionics Inboard Valve*

Dispatch Message: VENT AVNCS INBOARD VLV OPEN

Ident.: ME-DM-VENT-00018015.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The avionics inboard valve is failed in the open position.	*Refer to Item 21-26-09A Avionics Inboard Valve*

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AIRCRAFT STATUS	CONDITION OF DISPATCH
The avionics inboard valve is failed in the open position. Maintenance action: If both avionics extraction fans are also inoperative, the avionics inboard valve must be deactivated in the closed position to ensure the avionics extraction (with avionics extraction override). System consequence (after deactivation): On the DISPATCH page, the message VENT AVNCS INBOARD VLV replaces VENT AVNCS INBOARD VLV OPEN	*Refer to Item 21-26-09C Avionics Inboard Valve*

Dispatch Message: VENT AVNCS L(R) BACKUP VLV

Ident.: ME-DM-VENT-00020059.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The position monitoring of the L(R) avionics backup valve is failed or the valve has been deactivated in the open position further to the display of the VENT AVNCS L(R) BACKUP VLV CLOSED message on the DISPATCH page.	*Refer to Item 21-26-01 Avionics Backup Valve*

Dispatch Message: VENT AVNCS L(R) BACKUP VLV CLOSED

Ident.: ME-DM-VENT-00018001.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) avionics backup valve is failed in the closed position. Maintenance action: The affected avionics backup valve must be deactivated in the open position to ensure the backup flow for the air blowing of the avionics bay. System consequence (after deactivation): On the DISPATCH page, the message VENT AVNCS L(R) BACKUP VLV replaces VENT AVNCS L(R) BACKUP VLV CLOSED	*Refer to Item 21-26-01 Avionics Backup Valve*

Dispatch Message: VENT AVNCS L(R) BACKUP VLV OPEN

Ident.: ME-DM-VENT-00018002.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) avionics backup valve is failed in the open position.	*Refer to Item 21-26-01 Avionics Backup Valve*

Dispatch Message: VENT AVNCS L(R) BLOWING BURST DUCT DET

Ident.: ME-DM-VENT-00018004.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The detection of the burst duct is failed for the L(R) avionics blowing. This is due to the L(R) avionics CED and the L(R) avionics blowing fan failed.	NO DISPATCH

Dispatch Message: VENT AVNCS L(R) BLOWING DEGRADED

Ident.: ME-DM-VENT-00018005.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) avionics blowing fan is operative but the L(R) avionics backup valve has been move to open position 3 consecutive times during previous flights. This may be due to the check valve downstream of the L(R) avionics blowing fan failed closed.	*Refer to Item 21-26-02 Avionics Blowing Degraded*

Dispatch Message: VENT AVNCS L(R) BLOWING FAN

Ident.: ME-DM-VENT-00018006.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) avionics blowing fan is failed.	*Refer to Item 21-26-03A Avionics Blowing Fan*

Dispatch Message: VENT AVNCS L+R BLOWING FANS

Ident.: ME-DM-VENT-00018007.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both avionics blowing fans are failed.	*Refer to Item 21-26-03B Avionics Blowing Fan*

Dispatch Message: VENT AVNCS L(R)(L+R) BLOWING

Ident.: ME-DM-VENT-00018003.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R)(L+R) avionics blowing system is failed.	*Refer to Item 21-26-04 Avionics Blowing System*

Dispatch Message: VENT AVNCS L(R) COOLING DETECTOR

Ident.: ME-DM-VENT-00018008.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R) avionics cooling effect detector is failed.	*Refer to Item 21-26-05 Avionics Cooling Effect Detector*

Dispatch Message: VENT AVNCS L(R)(L+R) EXTRACT FAN(S)

Ident.: ME-DM-VENT-00018010.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The L(R)(L+R) avionics extraction fan(s) is(are) failed.	*Refer to Item 21-26-06A Avionics Extraction Fan*

Dispatch Message: VENT AVNCS OVBD VLV BIG FLAP CLOSED

Ident.: ME-DM-VENT-00018016.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The big flap of the avionics overboard valve is failed in the closed position.	*Refer to Item 21-26-11A Avionics Overboard Valve Big Flap*

Dispatch Message: VENT AVNCS OVBD VLV BIG FLAP OPEN

Ident.: ME-DM-VENT-00018017.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The big flap of the avionics overboard valve is detected failed in the open position (due to a controller failure or sensor failure) but can be checked in the closed position (with avionics extraction override).	*Refer to Item 21-26-11B Avionics Overboard Valve Big Flap*
The big flap of the avionics overboard valve is failed in the open position and cannot be checked in the closed position (with avionics extraction override).	*Refer to Item 21-26-11C Avionics Overboard Valve Big Flap*

Dispatch Message: VENT AVNCS OVBD VLV BIG FLAP REDUND

Ident.: ME-DM-VENT-00018018.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One actuator of the big flap of the avionics overboard valve is failed.	*Refer to Item 21-26-10 Avionics Overboard Valve Big Flap Redundancy*

Dispatch Message: VENT AVNCS OVBD VLV SMALL FLAP CLOSED

Ident.: ME-DM-VENT-00018019.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The small flap of the avionics overboard valve is failed in the closed position.	*Refer to Item 21-26-12A Avionics Overhead Valve Small Flap*

Dispatch Message: VENT AVNCS OVBD VLV SMALL FLAP OPEN

Ident.: ME-DM-VENT-00018020.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The small flap of the avionics overboard valve is failed in the open position.	*Refer to Item 21-26-12B Avionics Overhead Valve Small Flap*

Dispatch Message: VENT CEV EXTRACT FANS

Ident.: ME-DM-VENT-00015555.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Both extraction fans of the commercial equipment ventilation are failed.	*Refer to Item 21-29-06B Commercial Equipment Ventilation Extraction Fan*

Dispatch Message: VENT CEV FAN MONITORING

Ident.: ME-DM-VENT-00018036.0002001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The monitoring of one or both commercial equipment ventilation extraction fans is failed.	*Refer to Item 21-29-07 Commercial Equipment Ventilation Extraction Fan Monitoring*

Dispatch Message: VENT CEV SINGLE EXTRACT FAN

Ident.: ME-DM-VENT-00015554.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One extraction fan of the commercial equipment ventilation is failed.	*Refer to Item 21-29-06A Commercial Equipment Ventilation Extraction Fan*

Dispatch Message: VENT CDM 1 OVHT PROT

Ident.: ME-DM-VENT-00015302.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The overheat protection of CDM 1 is failed.	*Refer to Item 21-59-02 CDM Overheat Protection*

Dispatch Message: VENT CKPT HI VENT VLV

Ident.: ME-DM-VENT-00020056.0001001 / 13 APR 16
Applicable to: B-18901, B-18902, B-18903

AIRCRAFT STATUS	CONDITION OF DISPATCH
The position monitoring of the cockpit HI VENT valve is failed or the valve has been deactivated in the open position further to the display of the VENT CKPT HI VENT VLV CLOSED message on the DISPATCH page.	*Refer to Item 21-22-02B Cockpit HI VENT Valve*

Dispatch Message: VENT CKPT HI VENT VLV CLOSED

Ident.: ME-DM-VENT-00018021.0001001 / 13 APR 16
Applicable to: B-18901, B-18902, B-18903

AIRCRAFT STATUS	CONDITION OF DISPATCH
The cockpit HI VENT valve is failed in the closed position. Both engine bleed air systems and both air conditioning packs need to be operative to ensure the sufficient cockpit ventilation in case of smoke procedure.	*Refer to Item 21-22-02C Cockpit HI VENT Valve*
The cockpit HI VENT valve is failed in the closed position. Maintenance action: If one engine bleed air systems or one air conditioning pack is inoperative, the cockpit HI VENT valve must be deactivated in the open position to ensure the sufficient cockpit ventilation in case of smoke procedure. System consequence (after the deactivation): On the DISPATCH page, the message VENT CKPT HI VENT VLV replaces VENT CKPT HI VENT VLV CLOSED	*Refer to Item 21-22-02B Cockpit HI VENT Valve*

Dispatch Message: VENT CKPT HI VENT VLV OPEN

Ident.: ME-DM-VENT-00018022.0001001 / 13 APR 16
Applicable to: B-18901, B-18902, B-18903

AIRCRAFT STATUS	CONDITION OF DISPATCH
The cockpit HI VENT valve is failed in the open position.	*Refer to Item 21-22-02A Cockpit HI VENT Valve*

Dispatch Message: VENT CKPT INDIV VLV

Ident.: ME-DM-VENT-00018023.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more cockpit individual valves are failed.	*Refer to Item 21-22-01 Cockpit Individual Valve*

Dispatch Message: VENT IFE BAY ISOL

Ident.: ME-DM-VENT-00015539.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The isolation valve of the IFE bay is failed in the open position.	*Refer to Item 21-29-02 IFE Bay Isolation*

Dispatch Message: VENT IFE BAY VENT

Ident.: ME-DM-VENT-00015534.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The isolation valve of the IFE bay is failed in the closed position.	*Refer to Item 21-29-01 IFE Bay Ventilation*

Dispatch Message: VENT VCRU 1(3) OVHT PROT

Ident.: ME-DM-VENT-00015174.0001001 / 30 JUL 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The overheat protection of VCRU 1(3) is failed.	*Refer to Item 21-59-01 VCRU Overheat Protection*

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Dispatch Message: **VIDEO CMV 1(2)**

Ident.: ME-DM-VIDEO-00013497.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CMV 1(2) is failed.	*Refer to Item 31-66-01 CMV*

Dispatch Message: **VIDEO CMV 1+2**

Ident.: ME-DM-VIDEO-00013498.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The CMV 1 and CMV 2 are failed.	*Refer to Item 31-66-01B CMV*

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Dispatch Message: WHEEL TIRE PRESS LO

Ident.: ME-DM-WHEEL-00015730.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance check confirms that the tire pressure is too low.	NO DISPATCH
The maintenance check confirms that the tire pressure is correct. The tire pressure is erroneously displayed amber on the WHEEL SD page. The maintenance must deactivate the associated tire pressure monitoring. System consequence (after the deactivation): The associate tire pressure is indicated XX on the WHEEL SD page. On the DISPATCH page, the message WHEEL TIRE PRESS MONITORING replaces WHEEL TIRE PRESS LO	*Refer to Item 32-07-02 Tire Pressure Monitoring on the WHEEL SD page*

Dispatch Message: WHEEL TIRE PRESS MONITORING

Ident.: ME-DM-WHEEL-00015733.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more tire pressure monitoring is inoperative or has been deactivated by the maintenance. The affected tire pressure indications are shown amber XX on the WHEEL MORE SD page.	*Refer to Item 32-07-02 Tire Pressure Monitoring on the WHEEL SD page*

Dispatch Message: WHEEL TIRE PRESS + BRK TEMP MONITORING

Ident.: ME-DM-WHEEL-00015734.0001001 / 09 NOV 16
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or more tires pressure monitoring and brakes temperature monitoring are inoperative. The affected tire pressure indications are shown amber XX on the WHEEL MORE SD page. The affected brakes temperature indications are shown amber XX on the WHEEL SD page.	*Refer to Item 32-07-01 Brake Temperature Monitoring on the WHEEL SD page* and *Refer to Item 32-07-02 Tire Pressure Monitoring on the WHEEL SD page*

Crew Observation: EXTERNAL POWER RECEPTACLE INOPERATIVE

Ident.: ME-CO-24-00025278.0001001 / 09 JAN 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance staff detects that an external power receptacle is inoperative.	*Refer to Item 24-41-03 External Power Control and Receptacle*

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Crew Observation: SHOULDER HARNESS INOPERATIVE ON COCKPIT SEAT

Ident.: ME-CO-25-00024853.0001001 / 12 SEP 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A shoulder harness is inoperative on the CAPT or on the F/O seat.	NO DISPATCH
A shoulder harness is inoperative on the third occupant or on the fourth occupant seat.	*Refer to Item 25-12-05 Third Occupant Seat Shoulder Harness* or *Refer to Item 25-13-02 Fourth Occupant Seat Shoulder Harness*

Crew Observation: ELT SPURIOUS TRANSMISSION

Ident.: ME-CO-25-00025209.0001001 / 09 JAN 20
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The crew or the maintenance staff detects a spurious ELT transmission and the ELT reset is inoperative. The ELT must be considered inoperative and must be removed for dispatch.	*Refer to Item 25-69-01B ELT removed to prevent spurious transmission*

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Dispatch Message: SPURIOUS SMOKE DETECTION IN THE CABIN CREW REST COMPARTMENT

Ident.: ME-CO-26-00025194.0001001 / 08 APR 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The SMOKE CABIN REST SMOKE alert is displayed on the WD. The maintenance check confirms that there is no smoke in the CCRC. The maintenance can deactivate the smoke detector that erroneously detected a smoke in the CCRC. System consequence (after deactivation): The smoke detection is recovered in the CCRC. The SMOKE CABIN REST SMOKE alert is no more displayed on the WD. On the DISPATCH page, the SMOKE CABIN REST DET REDUNDANCY message is displayed.	*Refer to Item 26-18-02B CCRC Smoke Detection Redundancy*

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Crew Observation: ELECTRICAL BACKUP FUNCTION INOPERATIVE

Ident.: ME-CO-27-00025665.0001001 / 09 APR 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The maintenance staff detects that there is an hydraulic leakage of the BPS.	*Refer to Item 27-99-01 Electrical Backup Function*

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Crew Observation: FUEL LEAK OBSERVED AT REFUEL COUPLING CHECK-VALVE

Ident.: ME-CO-28-00025837.0001001 / 08 JUL 21
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
A fuel leak is detected from one refuel coupling adapter when the coupling cap is not fitted.	*Refer to Item 28-25-07 Refuel Coupling Check-Valve*

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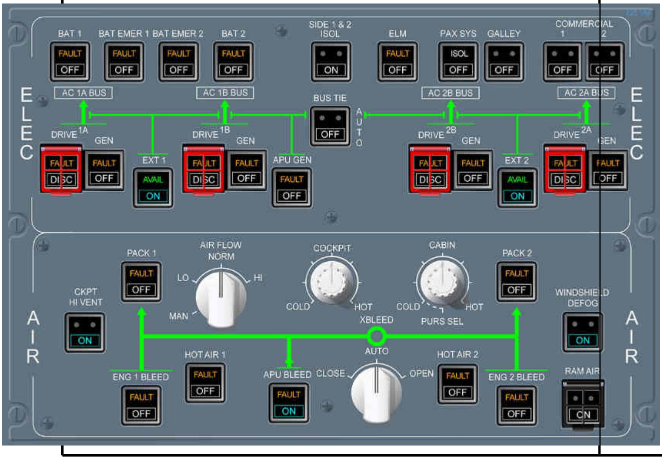
Crew Observation: AIR & ELEC OVERHEAD PANEL (225VM) DEGRADED

Ident.: ME-CO-31-00023963.0001001 / 04 APR 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Several lights and/or commands of the AIR & ELEC overhead panel are inoperative.	*Refer to Item 31-02-01 AIR & ELEC Overhead Panel (225VM)*



Crew Observation: BRAKE PANEL (312VM) DEGRADED

Ident.: ME-CO-31-00023976.0001001 / 04 APR 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Several lights and/or command of the BRAKE panel are inoperative.	*Refer to Item 31-02-09 BRAKE Panel (312VM)*

Crew Observation: ECAM CONTROL PANEL KEY INOPERATIVE

Ident.: ME-CO-31-00025971.0001001 / 07 JUL 22
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
One or several of the following keys on the ECAM control panel are inoperative: - The DEFRD pb - The ABN pb - The DISPCH pb - The RCL ALL pb - The ALL pb - The EMER CANC pb	NO DISPATCH

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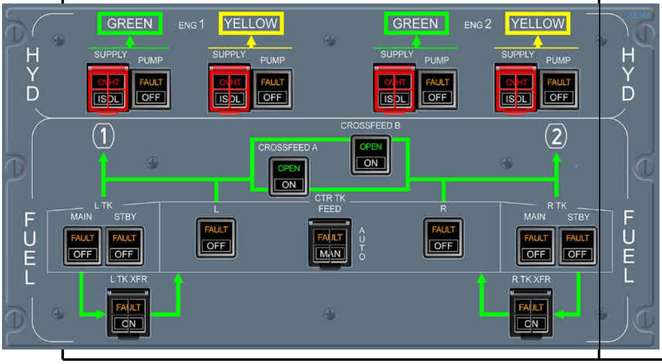
AIRCRAFT STATUS	CONDITION OF DISPATCH
One or several of the following keys on the ECAM control panel are inoperative: - The System Page Manual Call pb - The VIDEO pb - The VIDEO dual knob - The CLEAR pb - The RCL LAST pb - The STS pb - The MORE pb - The VALID pb - The Scroll Wheel - The T.O CONFIG pb - The SD knob.	*Refer to Item 31-19-02 System Page Manual Call pb on the ECP* or *Refer to Item 31-19-03 VIDEO pb on the ECP* or *Refer to Item 31-19-04 VIDEO dual knob on the ECP* or *Refer to Item 31-19-05 CLEAR pb on the ECP* or *Refer to Item 31-19-06 RCL LAST pb on the ECP* or *Refer to Item 31-19-07 STS pb on the ECP* or *Refer to Item 31-19-08 MORE pb on the ECP* or *Refer to Item 31-19-09 VALID pb on the ECP* or *Refer to Item 31-19-10 Scroll Wheel on the ECP* or *Refer to Item 31-19-11 T.O CONFIG pb on the ECP* or *Refer to Item 31-19-12 SD knob on the ECP*

Crew Observation: FUEL & HYD OVERHEAD PANEL (235VM) DEGRADED

Ident.: ME-CO-31-00023965.0001001 / 04 APR 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Several lights and/or commands of the FUEL & HYD overhead panel are inoperative.	*Refer to Item 31-02-02 FUEL & HYD Overhead Panel (235VM)*



Crew Observation: LOSS OF TACTILE FUNCTION OF A DISPLAY UNIT

1 Ident.: ME-CO-31-00025029.0001001 / 21 MAY 19
Applicable to: B-18919

AIRCRAFT STATUS	CONDITION OF DISPATCH
The flight crew detects the loss of the tactile function of a DU which displays the CAPT(F/O) OIS session. The flight crew can still use the onside KCCU and the OIS keyboard to interact with the OIS on the affected side.	Not related to MEL

Crew Observation: LOWER CENTER OVERHEAD PANEL (215VM) DEGRADED

Ident.: ME-CO-31-00023969.0001001 / 04 APR 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Several lights and/or commands of the LOWER CENTER overhead panel are inoperative. Depending on the failure case, the annunciator light test capability may be degraded or lost. As a consequence, several lights on other panels may not come on during an annunciator light test.	*Refer to Item 31-02-03 LOWER CENTER Overhead Panel (215VM)*

Crew Observation: LOWER LEFT OVERHEAD PANEL (211VM) DEGRADED

Ident.: ME-CO-31-00023970.0001001 / 04 APR 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Several lights and/or commands of the LOWER LEFT overhead panel are inoperative.	*Refer to Item 31-02-04 LOWER LEFT Overhead Panel (211VM)*

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AIRCRAFT STATUS	CONDITION OF DISPATCH

Crew Observation: LOWER RIGHT OVERHEAD PANEL (212VM) DEGRADED

Ident.: ME-CO-31-00024085.0001001 / 04 APR 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Several lights and/or commands of the LOWER RIGHT overhead panel are inoperative.	*Refer to Item 31-02-05 LOWER RIGHT Overhead Panel (212VM)*

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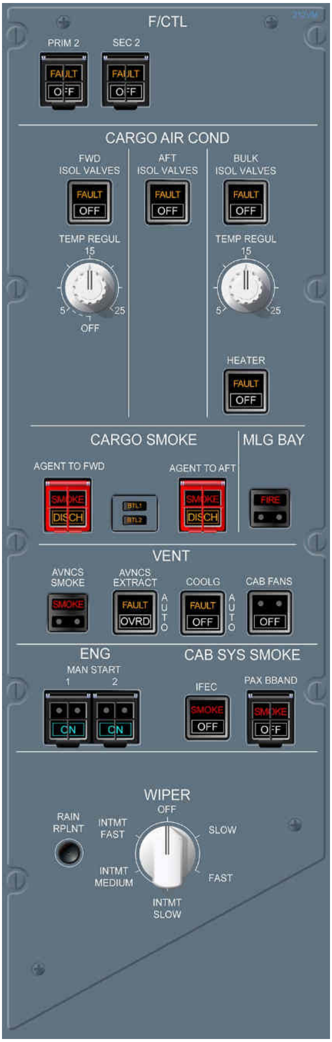
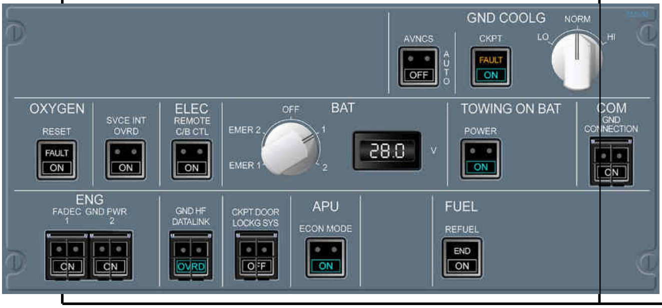
AIRCRAFT STATUS	CONDITION OF DISPATCH
	

Crew Observation: MAINTENANCE OVERHEAD PANEL (255VM) DEGRADED

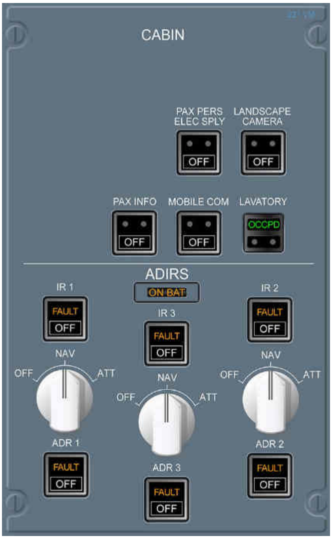
Ident.: ME-CO-31-00023973.0001001 / 04 APR 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Several lights and/or commands of the MAINTENANCE overhead panel are inoperative.	*Refer to Item 31-02-06 MAINTENANCE Overhead Panel (255VM)*



Crew Observation: MID LEFT OVERHEAD PANEL (221VM) DEGRADED

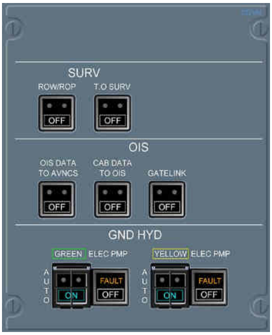
Ident.: ME-CO-31-00023974.0001001 / 04 APR 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Several lights and/or commands of the MID LEFT overhead panel are inoperative. 	*Refer to Item 31-02-07 MID LEFT Overhead Panel (221VM)*

Crew Observation: MID RIGHT OVERHEAD PANEL (222VM) DEGRADED

Ident.: ME-CO-31-00023975.0001001 / 14 MAR 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
Several lights and/or commands of the MID RIGHT overhead panel are inoperative.	*Refer to Item 31-02-08 MID RIGHT Overhead Panel (222VM)*



Crew Observation: SPURIOUS OR MISSING MEMO ON WD OR PFD

Ident.: ME-CO-31-00024898.0001001 / 08 NOV 18
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The flight crew detected that a MEMO is missing or spuriously displayed on the WD or PFD. The flight crew or maintenance check confirms the spurious display and confirms the correct aircraft configuration.	*Refer to Item 31-08-01 MEMO messages on the WD or PFD*

Crew Observation: VARIATION IN BRIGHTNESS OF THE DISPLAY UNIT DURING NIGHT OPERATIONS

Ident.: ME-CO-31-00024470.0001001 / 02 NOV 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The flight crew detects little variation in brightness of the display unit during night operations. This has no effect on the parameters that appear on the display unit.	Not related to MEL

Crew Observation: GREEN(YELLOW) ALTERNATE BRAKING RETURN ACCUMULATOR INCORRECTLY CHARGED

Ident.: ME-CO-32-00024585.0001001 / 06 DEC 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The green(yellow) alternate braking return accumulator is incorrectly charged and there is no external hydraulic leakage.	*Refer to Item 32-43-19 Green(Yellow) Alternate Braking Return Accumulator*

Crew Observation: PARK BRK ON LIGHT PERMANENTLY ILLUMINATED ON THE NWS DISCONNECT PANEL

Ident.: ME-CO-32-00024431.0001001 / 06 SEP 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The PARK BRAKE ON light remains permanently illuminated with the PARK BRK handle set to OFF and there is no BRAKES PARK BRK FAULT alert displayed on the WD. The NWS DISCONNECT panel must be deactivated.	*Refer to 32-50-02B: NWS Disconnection Function - NWS DISCONNECT panel deactivated*

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Crew Observation: PRERECORDED ANNOUNCEMENTS NOT AVAILABLE

Ident.: ME-CO-44-00024949.0001001 / 03 JAN 19
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The prerecorded announcements are not available. The PRAM function in the IFE or the I-PRAM function on the FAP is inoperative.	*Refer to Item 44-16-01 Prerecorded Announcement and Music Reproducer*
The boarding music is not available.	Not related to MEL

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Crew Observation: UPPER/LOWER PAX DOOR X-GUIDE ROLLER DAMAGED

Ident.: ME-CO-52-00024542.0001001 / 02 NOV 17
Applicable to: ALL

AIRCRAFT STATUS	CONDITION OF DISPATCH
The crew or the maintenance staff detects that the upper or lower pax door X-guide roller is damaged. A damaged roller does not affect the operation of the related door.	Not related to MEL

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MEL ITEMS

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MI-00 MEL Preamble

MI-00-00 MEL Preface
MEL Preface........A

MI-00-01 Approval Reference
MMEL Approval Reference........A

MI-00-03 Introduction to the MMEL/MEL
Introduction to the MMEL........A
Introduction to the MEL........B

MI-00-04 Criteria for Dispatch
Criteria for Dispatch........A

MI-00-05 Maintenance Action
Maintenance Action........A

MI-00-06 Repair Interval
Repair Interval........A

MI-00-08 Definitions
Definitions........A

MI-21 Air Conditioning

MI-21-01 AIR Overhead Panel
21-01-01 PACK 1(2) pb-sw FAULT light........A
21-01-02 PACK 1(2) pb-sw OFF light........B
21-01-03 RAM AIR pb-sw ON light........C
21-01-04 HOT AIR 1(2) pb-sw FAULT light........D
21-01-05 HOT AIR 1(2) pb-sw OFF light........E
21-01-06 CKPT HI VENT pb-sw ON light........F
21-01-07 WINDSHIELD DEFOG pb-sw ON light........G
21-01-31 AIR FLOW selector........H

MI-21-02 CABIN PRESS Overhead Panel
21-02-01 CABIN ALT MODE pb-sw MAN light........A
21-02-02 CABIN V/S MODE pb-sw MAN light........B
21-02-03 DITCHING pb-sw ON light........C
21-02-31 DITCHING pb-sw........D

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MI-21-03 CARGO AIR COND Overhead Panel

21-03-01 BULK HEATER pb-sw FAULT light.......A
21-03-02 BULK HEATER pb-sw OFF light.......B
21-03-03 BULK ISOL VALVES pb-sw FAULT light.......C
21-03-04 BULK ISOL VALVES pb-sw OFF light.......D
21-03-05 FWD ISOL VALVES pb-sw FAULT light.......E
21-03-06 FWD ISOL VALVES pb-sw OFF light.......F

MI-21-04 VENT Overhead Panel

21-04-01 COOLG pb-sw FAULT light.......A
21-04-02 COOLG pb-sw OFF light.......B
21-04-03 CAB FANS pb-sw OFF light.......C
21-04-04 AVNCS EXTRACT pb-sw FAULT light.......D
21-04-05 AVNCS EXTRACT pb-sw OVRD light.......E

MI-21-07 Indications on SD pages

MI-21-07-01 Indications on the BLEED SD page

21-07-01-01 Pack Temperature Monitoring on the BLEED SD page.......A
21-07-01-02 Pack Valve Position Monitoring on the BLEED SD page.......B

MI-21-07-03 Indications on the COND SD page

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34-71-08 Weather Radar Function....H
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35-01-02 PAX SYS ON light....B
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35-07-01 REGUL PR LO Indication on the DOOR/OXYGEN SD page....A
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35-10-03 Crew Oxygen Bottle....C
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42-41-11 CRDC A11 .... K
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42-41-24 CRDC B09 X
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44-03-01 COMMAND pb-sw EVAC light........A
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44-04-01 SVCE INT OVRD pb ON light........A

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44-10-01 CIDS Director........A

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46-10-02 Redundancy on OIS AVNCS Server (ASFC).......... B
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46-50-01 SPP....A

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MI-50-10 Cargo Compartments
50-10-01 Decompression Panel in FWD Cargo Compartment....A
50-10-02 Decompression Panel in AFT/BULK Cargo Compartment....B
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77-07-01-02 Engine Fuel Used Indication on the CRUISE page........B

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77-07-02-01 Engine Fuel Flow Indication on the ENG SD page........A
77-07-02-02 Engine Vibrations Monitoring on the ENG SD page........B
77-07-02-05 Precooler Outlet Pressure Indication on the ENG SD page........C

MI-77-07-03 Indications on the FUEL SD page

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77-07-03-02 Engine Fuel Used Indication on the FUEL SD page........B
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78-09-02 ENG 1(2) REVERSER ENERGIZED Message.....B
78-09-03 ENG 1(2) REV TERTIARY LOCKS ENERGIZED Message.....C
78-09-04 ENG 1(2) REVERSER PROTECTION Message.....D

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79-34-01 Engine Oil Debris Monitoring System.....A

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80-11-01 Engine Start Valve.....A
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MI-80-12 ENG MASTER Panel on the Center Pedestal

80-12-01 FAULT light on ENGINE MASTER lever.....A

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MI-22-70 22-70-01 Flight Management Computer	A	3	**Add notes for notify dispatch and RNP AR operations.**
MI-22-70 22-70-01 Flight Management Computer	A	4	**Add notes for notify dispatch and RNP AR operations.** **Add a proviso for RNAV/RNP operations.**
MI-22-70 22-70-01 Flight Management Computer	A	2	Documentation update: Addition of "Flight Management Computer" documentary unit
MI-22-70 22-70-02 FMS selector	B	7	**Add a proviso for RNAV/RNP operations.** **Add notes for notify dispatch and RNP AR operations.**
MI-22-70 22-70-02 FMS selector	B	8	**Add a proviso for RNAV/RNP operations.** **Add notes for notify dispatch and RNP AR operations.**
MI-22-70 22-70-02 FMS selector	B	6	Documentation update: Addition of "FMS selector" documentary unit
MI-22-81 22-81-09 EFIS Control Panel TAXI pb	I	1	Documentation update: Addition of "EFIS Control Panel TAXI pb" documentary unit
MI-23-75 23-75-01 Taxiing Aid Camera	A	1	Documentation update: Addition of "Taxiing Aid Camera" documentary unit
MI-25-21 25-21-01 Passenger Seat	A	2	**Add the item for B-18919.**
MI-25-21 25-21-01 Passenger Seat	A	2	Documentation update: Addition of "Passenger Seat" documentary unit
MI-25-21 25-21-02 Passenger Seat Backrest	B	4	**Add the item for B-18919.**
MI-25-21 25-21-02 Passenger Seat Backrest	B	4	Documentation update: Addition of "Passenger Seat Backrest" documentary unit
MI-25-21 25-21-03 Passenger Seat Belt	C	6	**Add the item for B-18919.**
MI-25-21 25-21-03 Passenger Seat Belt	C	6	Documentation update: Addition of "Passenger Seat Belt" documentary unit
MI-25-21 25-21-04 Passenger Seat Airbag	D	8	**Add the item for B-18919.**
MI-25-21 25-21-04 Passenger Seat Airbag	D	8	Documentation update: Addition of "Passenger Seat Airbag" documentary unit
MI-25-21 25-21-05 Passenger Seat Armrest	E	10	**Add the item for B-18919.**
MI-25-21 25-21-05 Passenger Seat Armrest	E	10	Documentation update: Addition of "Passenger Seat Armrest" documentary unit
MI-25-21	F	12	**Add the item for B-18919.**

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Localization Title	Toc Index	ID	Reason
25-21-06 Underseat Baggage Restraining Bar			
MI-25-21 25-21-06 Underseat Baggage Restraining Bar	F	12	Documentation update: Addition of "Underseat Baggage Restraining Bar" documentary unit
MI-25-21 25-21-07 Passenger Seat Stowage Access Door	G	14	**Add the item for B-18919.**
MI-25-21 25-21-07 Passenger Seat Stowage Access Door	G	14	Documentation update: Addition of "Passenger Seat Stowage Access Door" documentary unit
MI-25-21 25-21-08 Passenger Seat Meal Table	H	17	**Add the item for B-18919.**
MI-25-21 25-21-08 Passenger Seat Meal Table	H	16	Documentation update: Addition of "Passenger Seat Meal Table" documentary unit
MI-25-22 25-22-01 Cabin Attendant Seat	A	2	**Add the item for B-18919.**
MI-25-22 25-22-01 Cabin Attendant Seat	A	2	Documentation update: Addition of "Cabin Attendant Seat" documentary unit
MI-25-24 25-24-01 Doghouse Compartment	A	2	**Add the item for B-18919.**
MI-25-24 25-24-01 Doghouse Compartment	A	2	Documentation update: Addition of "Doghouse Compartment" documentary unit
MI-25-24 25-24-02 Overhead Stowage Compartment (OHSC)	B	4	**Add the item for B-18919.**
MI-25-24 25-24-02 Overhead Stowage Compartment (OHSC)	B	4	Documentation update: Addition of "Overhead Stowage Compartment (OHSC)" documentary unit
MI-25-24 25-24-03 Coat Stowage/Stowage	C	7	**Add the item for B-18919.**
MI-25-24 25-24-03 Coat Stowage/Stowage	C	6	Documentation update: Addition of "Coat Stowage/Stowage" documentary unit
MI-25-35 25-35-01 Galley Waste Compartment Flapper Door	A	2	**Add the item for B-18919.**
MI-25-35 25-35-01 Galley Waste Compartment Flapper Door	A	2	Documentation update: Addition of "Galley Waste Compartment Flapper Door" documentary unit
MI-25-35	B	5	**Add the item for B-18919.**

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25-35-02 Galley Waste Compartment Access Door			
MI-25-35 25-35-02 Galley Waste Compartment Access Door	B	4	Documentation update: Addition of "Galley Waste Compartment Access Door" documentary unit
MI-25-35 25-35-03 Galley Stowage Compartment	C	7	**Add the item for B-18919.**
MI-25-35 25-35-03 Galley Stowage Compartment	C	7	Documentation update: Addition of "Galley Stowage Compartment" documentary unit
MI-25-35 25-35-04 Galley Compartment 1/4 Turn Retainer/Kickload Retainer	D	10	**Add the item for B-18919.**
MI-25-35 25-35-04 Galley Compartment 1/4 Turn Retainer/Kickload Retainer	D	9	Documentation update: Addition of "Galley Compartment 1/4 Turn Retainer/Kickload Retainer" documentary unit
MI-25-40 25-40-01 Toilet Waste Compartment Flapper Door	A	2	**Add the item for B-18919.**
MI-25-40 25-40-01 Toilet Waste Compartment Flapper Door	A	2	Documentation update: Addition of "Toilet Waste Compartment Flapper Door" documentary unit
MI-25-40 25-40-02 Exterior Lavatory Ashtray	B	5	**Add the item for B-18919.**
MI-25-40 25-40-02 Exterior Lavatory Ashtray	B	4	Documentation update: Addition of "Exterior Lavatory Ashtray" documentary unit
MI-25-40 25-40-03 Interior Lavatory Ashtray	C	7	**Add the item for B-18919.**
MI-25-40 25-40-03 Interior Lavatory Ashtray	C	7	Documentation update: Addition of "Interior Lavatory Ashtray" documentary unit
MI-25-40 25-40-04 Toilet Waste Compartment Access Door	D	10	**Add the item for B-18919.**
MI-25-40 25-40-04 Toilet Waste Compartment Access Door	D	9	Documentation update: Addition of "Toilet Waste Compartment Access Door" documentary unit
MI-25-40 25-40-05 Lavatory Stowage Compartment	E	13	**Add the item for B-18919.**

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Localization Title	Toc Index	ID	Reason
MI-25-40 25-40-05 Lavatory Stowage Compartment	E	12	Documentation update: Addition of "Lavatory Stowage Compartment" documentary unit
MI-25-65 25-65-02 Cabin Flashlight	B	2	**Add the item for B-18919.**
MI-25-65 25-65-02 Cabin Flashlight	B	2	Documentation update: Addition of "Cabin Flashlight" documentary unit
MI-25-65 25-65-05 Fireproof Gloves	E	5	**Add the item for B-18919.**
MI-25-65 25-65-05 Fireproof Gloves	E	4	Documentation update: Addition of "Fireproof Gloves" documentary unit
MI-25-66 25-66-01 Life Vest	A	3	**Add the item for B-18919.**
MI-25-66 25-66-01 Life Vest	A	2	Documentation update: Addition of "Life Vest" documentary unit
MI-25-90 25-90-51 “Fasten Seat Belt While Seated” Placards	B	3	**Add the item for B-18919.**
MI-25-90 25-90-51 “Fasten Seat Belt While Seated” Placards	B	2	Documentation update: Addition of ""“Fasten Seat Belt While Seated” Placards" documentary unit
MI-26-17 26-17-01 Lavatory Smoke Detection	A	3	**Add the item for B-18919.**
MI-26-17 26-17-01 Lavatory Smoke Detection	A	2	Documentation update: Addition of "Lavatory Smoke Detection" documentary unit
MI-26-24 26-24-01 Cabin Portable Fire Extinguisher	A	1	**Revise the content to keep the inoperative fire extinguisher remain in a certified location in order to meet standardization cross the fleets.**
MI-26-24 26-24-03 CRC Portable Fire Extinguisher	C	2	**Revise the content to keep the inoperative fire extinguisher remain in a certified location in order to meet standardization cross the fleets.**
MI-26-25 26-25-01 Lavatory Waste Bin Fire Extinguisher	A	2	**Add the item for B-18919.**
MI-26-25 26-25-01 Lavatory Waste Bin Fire Extinguisher	A	2	Documentation update: Addition of "Lavatory Waste Bin Fire Extinguisher" documentary unit
MI-27-24 27-24-01 Rudder Hydraulic Actuator	A	1	Documentation update: Addition of "Rudder Hydraulic Actuator" documentary unit
MI-27-24 27-24-01 Rudder Hydraulic Actuator	A	3	**Add the item for B-18919.**

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Localization Title	Toc Index	ID	Reason
MI-27-51 27-51-01 Flap System 1	A	1	Documentation update: Addition of "Flap System 1" documentary unit
MI-27-51 27-51-02 Flap System 2	B	3	Documentation update: Addition of "Flap System 2" documentary unit
MI-28-25 28-25-06 Defuel Valve	E	1	Documentation update: Addition of "Defuel Valve" documentary unit
MI-28-46 28-46-02 Wing Tank Low Level Detection	B	1	Documentation update: Addition of "Wing Tank Low Level Detection" documentary unit
MI-28-46 28-46-04 Wing Tank TWDC Point Level Sensor Processor	D	3	**Add the item for B-18919.**
MI-28-46 28-46-04 Wing Tank TWDC Point Level Sensor Processor	D	3	Documentation update: Addition of "Wing Tank TWDC Point Level Sensor Processor" documentary unit
MI-29-33 29-33-01 Green System Temperature Monitoring Redundancy	A	1	Documentation update: Addition of "Green System Temperature Monitoring Redundancy" documentary unit
MI-29-33 29-33-02 Yellow System Temperature Monitoring Redundancy	B	2	Documentation update: Addition of "Yellow System Temperature Monitoring Redundancy" documentary unit
MI-30-71 30-71-01 Drain Mast Heating System	A	2	**Add the item for B-18919.**
MI-30-71 30-71-01 Drain Mast Heating System	A	2	Documentation update: Addition of "Drain Mast Heating System" documentary unit
MI-31-50 31-50-01 FWS 2	A	2	**Add the item for B-18919.**
MI-31-50 31-50-01 FWS 2	A	2	Documentation update: Addition of "FWS 2" documentary unit
MI-31-60 31-60-17 CAN Bus Redundancy	Q	1	Documentation update: Addition of "CAN Bus Redundancy" documentary unit
MI-33-21 33-21-02 Lavatory Lighting	B	2	**Add the item for B-18919.**
MI-33-21 33-21-02 Lavatory Lighting	B	2	Documentation update: Addition of "Lavatory Lighting" documentary unit
MI-33-26 33-26-01 Cabin Sign (No Smoking, Fasten Seat Belt, Return to Seat)	A	3	**Add the item for B-18919.**
MI-33-26 33-26-01 Cabin Sign (No Smoking, Fasten Seat Belt, Return to Seat)	A	2	Documentation update: Addition of "Cabin Sign (No Smoking, Fasten Seat Belt, Return to Seat)" documentary unit

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Localization Title	Toc Index	ID	Reason
MI-33-26 33-26-02 Lavatory Sign (Return to Seat)	B	6	**Add the item for B-18919.**
MI-33-26 33-26-02 Lavatory Sign (Return to Seat)	B	5	Documentation update: Addition of "Lavatory Sign (Return to Seat)" documentary unit
MI-33-40 33-40-02 Landing Light	B	1	**Add the item for B-18919.**
MI-33-40 33-40-02 Landing Light	B	1	Documentation update: Addition of "Landing Light" documentary unit
MI-33-40 33-40-06 Taxi and Runway Turn Off Light Function	G	4	Documentation update: Addition of "Taxi and Runway Turn Off Light Function" documentary unit
MI-33-40 33-40-07 Strobe Light	H	6	**Add the item for B-18919.**
MI-33-40 33-40-07 Strobe Light	H	6	Documentation update: Addition of "Strobe Light" documentary unit
MI-33-40 33-40-08 Taxi Aid Camera Light	J	8	Documentation update: Addition of "Taxi Aid Camera Light" documentary unit
MI-33-40 33-40-09 Takeoff Light Function	K	10	Documentation update: Addition of "Takeoff Light Function" documentary unit
MI-33-50 33-50-01 Ceiling Emergency LED Light	A	3	**Add the item for B-18919.**
MI-33-50 33-50-01 Ceiling Emergency LED Light	A	2	Documentation update: Addition of "Ceiling Emergency LED Light" documentary unit
MI-33-50 33-50-09 Lavatory Emergency Lighting	H	5	**Add the item for B-18919.**
MI-33-50 33-50-09 Lavatory Emergency Lighting	H	5	Documentation update: Addition of "Lavatory Emergency Lighting" documentary unit
MI-34-11 34-11-04 AOA 4 Probe	C	3	Documentation update: Addition of "AOA 4 Probe" documentary unit
MI-34-20 34-20-01 ISIS	A	2	**Add the item for B-18919.**
MI-34-20 34-20-01 ISIS	A	2	Documentation update: Addition of "ISIS" documentary unit
MI-34-20 34-20-02 Airspeed Indication on SFD	B	4	**Add the item for B-18919.**

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Localization Title	Toc Index	ID	Reason
MI-34-20 34-20-02 Airspeed Indication on SFD	B	4	Documentation update: Addition of "Airspeed Indication on SFD" documentary unit
MI-34-20 34-20-03 Altitude Indication on SFD	C	6	**Add the item for B-18919.**
MI-34-20 34-20-03 Altitude Indication on SFD	C	6	Documentation update: Addition of "Altitude Indication on SFD" documentary unit
MI-34-20 34-20-04 Attitude Indication on SFD	D	8	**Add the item for B-18919.**
MI-34-20 34-20-04 Attitude Indication on SFD	D	8	Documentation update: Addition of "Attitude Indication on SFD" documentary unit
MI-34-20 34-20-05 Mach Number Indication on SFD	E	10	**Add the item for B-18919.**
MI-34-20 34-20-05 Mach Number Indication on SFD	E	10	Documentation update: Addition of "Mach Number Indication on SFD" documentary unit
MI-34-20 34-20-06 LS Indication on SFD	F	12	**Add the item for B-18919.**
MI-34-20 34-20-06 LS Indication on SFD	F	12	Documentation update: Addition of "LS Indication on SFD" documentary unit
MI-34-20 34-20-07 Position Indication on SFD and SND	H	14	**Add the item for B-18919.**
MI-34-20 34-20-07 Position Indication on SFD and SND	H	14	Documentation update: Addition of "Position Indication on SFD and SND" documentary unit
MI-34-20 34-20-08 Heading Indication on SFD and SND	J	16	**Add the item for B-18919.**
MI-34-20 34-20-08 Heading Indication on SFD and SND	J	16	Documentation update: Addition of "Heading Indication on SFD and SND" documentary unit
MI-34-20 34-20-09 Track Indication on SFD and SND	L	18	**Add the item for B-18919.**
MI-34-20 34-20-09 Track Indication on SFD and SND	L	18	Documentation update: Addition of "Track Indication on SFD and SND" documentary unit
MI-34-20 34-20-10 Bugs Function on SFD	M	20	**Add the item for B-18919.**

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Localization Title	Toc Index	ID	Reason
MI-34-20 34-20-10 Bugs Function on SFD	M	20	Documentation update: Addition of "Bugs Function on SFD" documentary unit
MI-34-20 34-20-11 Ground Speed Indication on SND	N	21	**Add the item for B-18919.**
MI-34-20 34-20-11 Ground Speed Indication on SND	N	21	Documentation update: Addition of "Ground Speed Indication on SND" documentary unit
MI-34-71 34-71-07 ADS-B TRAFFIC Function	G	1	Documentation update: Addition of "ADS-B TRAFFIC Function" documentary unit
MI-35-20 35-20-02 Cabin Attendant and Passenger Individual Oxygen Module	B	2	**Add the item for B-18919.**
MI-35-20 35-20-02 Cabin Attendant and Passenger Individual Oxygen Module	B	2	Documentation update: Addition of "Cabin Attendant and Passenger Individual Oxygen Module" documentary unit
MI-35-20 35-20-04 Lavatory Oxygen Module	D	4	**Add the item for B-18919.**
MI-35-20 35-20-04 Lavatory Oxygen Module	D	4	Documentation update: Addition of "Lavatory Oxygen Module" documentary unit
MI-35-20 35-20-05 Manual Release Tool	E	6	**Add the item for B-18919.**
MI-35-20 35-20-05 Manual Release Tool	E	6	Documentation update: Addition of "Manual Release Tool" documentary unit
MI-35-20 35-20-06 FCRC/CCRC Individual Oxygen Module	F	8	**Add the item for B-18919.**
MI-35-20 35-20-06 FCRC/CCRC Individual Oxygen Module	F	8	Documentation update: Addition of "FCRC/CCRC Individual Oxygen Module" documentary unit
MI-35-30 35-30-01 Portable Oxygen Unit (Bottle and Mask)	A	2	**Add the item for B-18919.**
MI-35-30 35-30-01 Portable Oxygen Unit (Bottle and Mask)	A	2	Documentation update: Addition of "Portable Oxygen Unit (Bottle and Mask)" documentary unit
MI-35-30 35-30-02 Flight Crew Portable Protective Breathing Equipment	B	4	**Update the note for the numbers required of PBE.**
MI-35-30	B	5	**Add the item for B-18919.**

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Localization Title	Toc Index	ID	Reason
35-30-02 Flight Crew Portable Protective Breathing Equipment			
MI-35-30 35-30-02 Flight Crew Portable Protective Breathing Equipment	B	5	Documentation update: Addition of "Flight Crew Portable Protective Breathing Equipment" documentary unit
MI-35-30 35-30-03 Cabin Crew Portable Protective Breathing Equipment	C	7	**Update the note for the numbers required of PBE.**
MI-35-30 35-30-03 Cabin Crew Portable Protective Breathing Equipment	C	8	**Add the item for B-18919.**
MI-35-30 35-30-03 Cabin Crew Portable Protective Breathing Equipment	C	8	Documentation update: Addition of "Cabin Crew Portable Protective Breathing Equipment" documentary unit
MI-38-30 38-30-01 Lavatory Waste System	A	2	**Add the item for B-18919.**
MI-38-30 38-30-01 Lavatory Waste System	A	2	Documentation update: Addition of "Lavatory Waste System" documentary unit
MI-42-09 42-09-01 AVIONICS NETWORK SW OR CABLE Message	A	2	Documentation update: Addition of "AVIONICS NETWORK SW OR CABLE Message" documentary unit
MI-42-11 42-11-01 CPIOM H32	A	2	Documentation update: Addition of "CPIOM H32" documentary unit
MI-42-11 42-11-02 CPIOM H33	B	4	Documentation update: Addition of "CPIOM H33" documentary unit
MI-42-11 42-11-03 CPIOM H34	C	6	Documentation update: Addition of "CPIOM H34" documentary unit
MI-42-11 42-11-12 CPIOM J12	L	8	Documentation update: Addition of "CPIOM J12" documentary unit
MI-42-31 42-31-01 Avionics Network A Communication Redundancy	A	1	Documentation update: Addition of "Avionics Network A Communication Redundancy" documentary unit
MI-42-31 42-31-02 Avionics Network B Communication Redundancy	B	3	Documentation update: Addition of "Avionics Network B Communication Redundancy" documentary unit
MI-44-13 44-13-01 Lavatory Call	A	2	**Add the item for B-18919.**
MI-44-13 44-13-01 Lavatory Call	A	2	Documentation update: Addition of "Lavatory Call" documentary unit
MI-44-14 44-14-02 Lavatory Loudspeaker	B	2	**Add the item for B-18919.**

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Localization Title	Toc Index	ID	Reason
MI-44-14 44-14-02 Lavatory Loudspeaker	B	2	Documentation update: Addition of "Lavatory Loudspeaker" documentary unit
MI-44-15 44-15-02 Cabin Handset	B	2	**Add the item for B-18919.**
MI-44-15 44-15-02 Cabin Handset	B	2	Documentation update: Addition of "Cabin Handset" documentary unit
MI-44-19 44-19-04 Area Call Panel	D	2	**Add the item for B-18919.**
MI-44-19 44-19-04 Area Call Panel	D	2	Documentation update: Addition of "Area Call Panel" documentary unit
MI-46-20 46-20-07 EFB	G	3	**Update the proviso to request the operative iPad EFB.** **Update the required quantity.**
MI-46-20 46-20-07 EFB	G	4	**Add the item for B-18919.**
MI-46-20 46-20-07 EFB	G	5	**Update the proviso to request the operative iPad EFB.**
MI-46-20 46-20-07 EFB	G	4	Documentation update: Addition of "EFB" documentary unit
MI-56-20 56-20-01 Cabin Window	A	2	**Add the item for B-18919.**
MI-56-20 56-20-01 Cabin Window	A	2	Documentation update: Addition of "Cabin Window" documentary unit

MI-21-50 21-50-08 Pack Ram Air Outlet Door	H	1	Effectivity update: The information no longer applies to B-18916.
MI-21-50 21-50-08 Pack 1 Ram Air Outlet Door	I	2	Effectivity update: The information now also applies to B-18916, B-18919.
MI-21-50 21-50-09 Pack 2 Ram Air Outlet Door	J	3	Effectivity update: The information now also applies to B-18916, B-18919.
MI-22-70 22-70-01 Flight Management Computer	A	1	Effectivity update: The information no longer applies to all ACN.
MI-22-70 22-70-02 FMS selector	B	5	Effectivity update: The information no longer applies to all ACN.
MI-24-36 24-36-03 Left Exterior Battery Exhaust Indicator (Yellow Disc)	C	1	Effectivity update: The information no longer applies to B-18916.
MI-24-36 24-36-04 Right Exterior Battery Exhaust Indicator (Yellow Disc)	D	2	Effectivity update: The information no longer applies to B-18916.
MI-25-21	A	1	Effectivity update: The information no longer applies to all ACN.

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Localization Title	Toc Index	ID	Reason
25-21-01 Passenger Seat			
MI-25-21 25-21-02 Passenger Seat Backrest	B	3	Effectivity update: The information no longer applies to all ACN.
MI-25-21 25-21-03 Passenger Seat Belt	C	5	Effectivity update: The information no longer applies to all ACN.
MI-25-21 25-21-04 Passenger Seat Airbag	D	7	Effectivity update: The information no longer applies to all ACN.
MI-25-21 25-21-05 Passenger Seat Armrest	E	9	Effectivity update: The information no longer applies to all ACN.
MI-25-21 25-21-06 Underseat Baggage Restraining Bar	F	11	Effectivity update: The information no longer applies to all ACN.
MI-25-21 25-21-07 Passenger Seat Stowage Access Door	G	13	Effectivity update: The information no longer applies to all ACN.
MI-25-21 25-21-08 Passenger Seat Meal Table	H	15	Effectivity update: The information no longer applies to all ACN.
MI-25-22 25-22-01 Cabin Attendant Seat	A	1	Effectivity update: The information no longer applies to all ACN.
MI-25-24 25-24-01 Doghouse Compartment	A	1	Effectivity update: The information no longer applies to all ACN.
MI-25-24 25-24-02 Overhead Stowage Compartment (OHSC)	B	3	Effectivity update: The information no longer applies to all ACN.
MI-25-24 25-24-03 Coat Stowage/Stowage	C	5	Effectivity update: The information no longer applies to all ACN.
MI-25-35 25-35-01 Galley Waste Compartment Flapper Door	A	1	Effectivity update: The information no longer applies to all ACN.
MI-25-35 25-35-02 Galley Waste Compartment Access Door	B	3	Effectivity update: The information no longer applies to all ACN.
MI-25-35 25-35-03 Galley Stowage Compartment	C	6	Effectivity update: The information no longer applies to all ACN.
MI-25-35 25-35-04 Galley Compartment 1/4 Turn Retainer/Kickload Retainer	D	8	Effectivity update: The information no longer applies to all ACN.
MI-25-40 25-40-01 Toilet Waste Compartment Flapper Door	A	1	Effectivity update: The information no longer applies to all ACN.

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Localization Title	Toc Index	ID	Reason
MI-25-40 25-40-02 Exterior Lavatory Ashtray	B	3	Effectivity update: The information no longer applies to all ACN.
MI-25-40 25-40-03 Interior Lavatory Ashtray	C	6	Effectivity update: The information no longer applies to all ACN.
MI-25-40 25-40-04 Toilet Waste Compartment Access Door	D	8	Effectivity update: The information no longer applies to all ACN.
MI-25-40 25-40-05 Lavatory Stowage Compartment	E	11	Effectivity update: The information no longer applies to all ACN.
MI-25-65 25-65-02 Cabin Flashlight	B	1	Effectivity update: The information no longer applies to all ACN.
MI-25-65 25-65-05 Fireproof Gloves	E	3	Effectivity update: The information no longer applies to all ACN.
MI-25-66 25-66-01 Life Vest	A	1	Effectivity update: The information no longer applies to all ACN.
MI-25-90 25-90-51 “Fasten Seat Belt While Seated” Placards	B	1	Effectivity update: The information no longer applies to all ACN.
MI-26-17 26-17-01 Lavatory Smoke Detection	A	1	Effectivity update: The information no longer applies to all ACN.
MI-26-25 26-25-01 Lavatory Waste Bin Fire Extinguisher	A	1	Effectivity update: The information no longer applies to all ACN.
MI-27-24 27-24-01 Rudder Hydraulic Actuator	A	2	Effectivity update: The information no longer applies to all ACN.
MI-27-51 27-51-01 Flap System 1	A	2	Effectivity update: The information no longer applies to all ACN.
MI-27-51 27-51-02 Flap System 2	B	4	Effectivity update: The information no longer applies to all ACN.
MI-28-01-04 28-01-04-01 JETTISON ARM pb-sw ON light	A	1	Effectivity update: The information no longer applies to all ACN.
MI-28-01-04 28-01-04-02 JETTISON ACTIVE pb-sw OPEN light	B	2	Effectivity update: The information no longer applies to all ACN.
MI-28-01-04 28-01-04-03 JETTISON ACTIVE pb-sw ON light	C	3	Effectivity update: The information no longer applies to all ACN.
MI-28-31 28-31-01 Center Tank Jettison Valve	A	1	Effectivity update: The information no longer applies to all ACN.

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Localization Title	Toc Index	ID	Reason
MI-28-31 28-31-02 Defuel Jettison Valve	B	2	Effectivity update: The information no longer applies to all ACN.
MI-28-31 28-31-03 Jettison Valve	C	3	Effectivity update: The information no longer applies to all ACN.
MI-28-46 28-46-02 Wing Tank Low Level Detection	B	2	Effectivity update: The information no longer applies to all ACN.
MI-28-46 28-46-04 Wing Tank TWDC Point Level Sensor Processor	D	4	Effectivity update: The information no longer applies to all ACN.
MI-30-31 30-31-03 Sideslip Probe Heating Function	C	1	Effectivity update: The information no longer applies to B-18916.
MI-30-71 30-71-01 Drain Mast Heating System	A	1	Effectivity update: The information no longer applies to all ACN.
MI-31-50 31-50-01 FWS 2	A	1	Effectivity update: The information no longer applies to all ACN.
MI-31-60 31-60-17 CAN Bus Redundancy	Q	2	Effectivity update: The information no longer applies to all ACN.
MI-32-48 32-48-01 Brake Fan	A	1	Effectivity update: The information no longer applies to all ACN.
MI-32-48 32-48-02 BRAKE FAN pb HOT light	B	2	Effectivity update: The information no longer applies to all ACN.
MI-32-48 32-48-03 BRAKE FAN pb ON light	C	3	Effectivity update: The information no longer applies to all ACN.
MI-33-21 33-21-02 Lavatory Lighting	B	1	Effectivity update: The information no longer applies to all ACN.
MI-33-26 33-26-01 Cabin Sign (No Smoking, Fasten Seat Belt, Return to Seat)	A	1	Effectivity update: The information no longer applies to all ACN.
MI-33-26 33-26-02 Lavatory Sign (Return to Seat)	B	4	Effectivity update: The information no longer applies to all ACN.
MI-33-40 33-40-02 Landing Light Bulb	C	2	Effectivity update: The information no longer applies to all ACN.
MI-33-40 33-40-06 Taxi and Runway Turn Off Light Function	G	3	Effectivity update: The information no longer applies to all ACN.
MI-33-40 33-40-07 Strobe Light	H	5	Effectivity update: The information no longer applies to all ACN.
MI-33-40	I	7	Effectivity update: The information no longer applies to all ACN.

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Localization Title	Toc Index	ID	Reason
33-40-07-01 Wingtip Strobe Light (Light Units)			
MI-33-40 33-40-09 Takeoff Light Function	K	9	Effectivity update: The information no longer applies to all ACN.
MI-33-50 33-50-01 Ceiling Emergency LED Light	A	1	Effectivity update: The information no longer applies to all ACN.
MI-33-50 33-50-09 Lavatory Emergency Lighting	H	4	Effectivity update: The information no longer applies to all ACN.
MI-34-11 34-11-03 Sideslip Probe	B	1	Effectivity update: The information no longer applies to B-18916.
MI-34-11 34-11-04 AOA 4 Probe	C	2	Effectivity update: The information no longer applies to all ACN.
MI-34-20 34-20-01 ISIS	A	1	Effectivity update: The information no longer applies to all ACN.
MI-34-20 34-20-02 Airspeed Indication on SFD	B	3	Effectivity update: The information no longer applies to all ACN.
MI-34-20 34-20-03 Altitude Indication on SFD	C	5	Effectivity update: The information no longer applies to all ACN.
MI-34-20 34-20-04 Attitude Indication on SFD	D	7	Effectivity update: The information no longer applies to all ACN.
MI-34-20 34-20-05 Mach Number Indication on SFD	E	9	Effectivity update: The information no longer applies to all ACN.
MI-34-20 34-20-06 LS Indication on SFD	F	11	Effectivity update: The information no longer applies to all ACN.
MI-34-20 34-20-07 Position Indication on SFD	G	13	Effectivity update: The information no longer applies to all ACN.
MI-34-20 34-20-08 Heading Indication on SFD	I	15	Effectivity update: The information no longer applies to all ACN.
MI-34-20 34-20-09 Track Indication on SFD	K	17	Effectivity update: The information no longer applies to all ACN.
MI-34-20 34-20-10 Bugs Function on SFD	M	19	Effectivity update: The information no longer applies to all ACN.
MI-35-20 35-20-02 Cabin Attendant and Passenger Individual Oxygen Module	B	1	Effectivity update: The information no longer applies to all ACN.
MI-35-20 35-20-04 Lavatory Oxygen Module	D	3	Effectivity update: The information no longer applies to all ACN.
MI-35-20	E	5	Effectivity update: The information no longer applies to all ACN.

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Localization Title	Toc Index	ID	Reason
35-20-05 Manual Release Tool			
MI-35-20 35-20-06 FCRC/CCRC Individual Oxygen Module	F	7	Effectivity update: The information no longer applies to all ACN.
MI-35-30 35-30-01 Portable Oxygen Unit (Bottle and Mask)	A	1	Effectivity update: The information no longer applies to all ACN.
MI-35-30 35-30-02 Flight Crew Portable Protective Breathing Equipment	B	3	Effectivity update: The information no longer applies to all ACN.
MI-35-30 35-30-03 Cabin Crew Portable Protective Breathing Equipment	C	6	Effectivity update: The information no longer applies to all ACN.
MI-38-30 38-30-01 Lavatory Waste System	A	1	Effectivity update: The information no longer applies to all ACN.
MI-42-09 42-09-01 AVIONICS NETWORK SW OR CABLE Message	A	1	Effectivity update: The information no longer applies to all ACN.
MI-42-11 42-11-01 CPIOM H32	A	1	Effectivity update: The information no longer applies to all ACN.
MI-42-11 42-11-02 CPIOM H33	B	3	Effectivity update: The information no longer applies to all ACN.
MI-42-11 42-11-03 CPIOM H34	C	5	Effectivity update: The information no longer applies to all ACN.
MI-42-11 42-11-12 CPIOM J12	L	7	Effectivity update: The information no longer applies to all ACN.
MI-42-31 42-31-01 Avionics Network A Communication Redundancy	A	2	Effectivity update: The information no longer applies to all ACN.
MI-42-31 42-31-02 Avionics Network B Communication Redundancy	B	4	Effectivity update: The information no longer applies to all ACN.
MI-42-41 42-41-19 CRDC B04	S	1	Effectivity update: The information now also applies to B-18919.
MI-42-41 42-41-26 CRDC B11	Z	2	Effectivity update: The information now also applies to B-18919.
MI-44-13 44-13-01 Lavatory Call	A	1	Effectivity update: The information no longer applies to all ACN.
MI-44-14 44-14-02 Lavatory Loudspeaker	B	1	Effectivity update: The information no longer applies to all ACN.
MI-44-15	B	1	Effectivity update: The information no longer applies to all ACN.

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Localization Title	Toc Index	ID	Reason
44-15-02 Cabin Handset			
MI-44-19 44-19-04 Area Call Panel	D	1	Effectivity update: The information no longer applies to all ACN.
MI-46-20 46-20-06 Third EFB Stowage Box	F	1	Effectivity update: The information no longer applies to all ACN.
MI-46-20 46-20-07 EFB	G	2	Effectivity update: The information no longer applies to all ACN.
MI-56-20 56-20-01 Cabin Window	A	1	Effectivity update: The information no longer applies to all ACN.

MEL PREFACE

Ident.: MI-00-00-90000023.9000033 / 11 SEP 20
Applicable to: ALL

1. The purpose of the Minimum Equipment List (MEL) is to assure that an aircraft, with certain defective units or systems, arrives at its destination safely and on time. The MEL lists the systems or units, which must be operative for the flight, and those, which may be wholly or partially inoperative without compromising flight safety. In accordance with government regulations, company requirements, and also for the safe operation of the aircraft, the MEL is to be strictly adhered to.
2. Every reasonable effort, consistent with an on time departure, will be made to ensure that all equipment is in an operative condition prior to every takeoff. The MEL shall only be used in the event that the defective equipment can not be restored to a working condition for lack of parts, manpower, tools, equipment and/or time.
3. Since the Pilot in Command (PIC) takes direct responsibility for safety of the flight, he/she will be the final authority on whether or not the aircraft is airworthy. Before making this decision, however, the PIC, shall confer with the maintenance chief on duty, duty aircraft dispatcher, and his crewmembers. Should the PIC deem certain inoperative equipment as necessary to meet the safety demands of the particular flight, the equipment in question shall be repaired. The repair is to be done regardless of whether or not it is listed as optional equipment by the MEL.
4. For simplicity sake, the MEL does not include required items, which are obvious, such as wings, rudders, flaps, engines, landing gear, etc. All of those, which are required for the airworthiness of the airplane, have to be operational prior to takeoff.
5. When an airplane is to be operated with any inoperative instrument or item of equipment, the PIC and the other crewmembers shall comply with the accepted procedures as specified in the Flight Crew Operating Manual. Appropriate actions must be taken to assure that no complication results from the inoperative component. If necessary, the inoperative part should be disconnected or completely removed so that it won't induce further failure of other systems. Inoperative or malfunctioning instruments or equipment must be properly placarded at the appropriate control switch or instrument panel. An entry shall be made in the appropriate section of the Technical Log Book detailing the failure and corrective actions.
6. Maintenance and/or operation procedures for MEL items are marked with (M) and/or (O), but only (O) operation procedures are contained in this manual. However, the relevant (M) maintenance procedures are published in AirN@v Line Maintenance. The MEL must be carried on board the aircraft.
7. If, in an exceptional case, a repair category B or C item cannot be accomplished within the given repair interval, a one-time extension of the same duration of the original interval can be permitted by the CAL MEL-Control-Board. The CAL MEL-Control-Board consists of authorized members from System Engineering Department of the Engineering Division, Quality Assurance Division and

Flight Operation Division. The permission of the extension has to be documented in the Technical Deferred Defect Log Book (TLB-DD).

MMEL APPROVAL REFERENCE

Ident.: MI-00-01-00012402.0001001 / 05 OCT 23
Applicable to: ALL

APPROVAL REFERENCE
APPROVED BY: EASA Approval date: 05 OCT 23 Approval reference: V00D23026903

This Master Minimum Equipment List (MMEL reference STL 35100) is approved by the European Aviation Safety Agency (EASA) at the above approval date and is the basis for the preparation and approval of the individual Operator's Minimum Equipment List (MEL) for aircraft of this Type, as certified by the EASA and operated under the jurisdiction of the European Union member States National Authorities.
The technical content of this document is approved under the authority of the Design Organisation Approval (DOA) No. EASA.21J.031.
Note: The present document includes OSD data approved either by EASA for major changes or by Airbus under DOA privilege for minor changes.
The effective date of this MMEL starts at the issue date.
Note: The issue date is different from the EASA approval date. The issue date corresponds to the date of initiation of the publication of the Operator's MMEL by Airbus. The issue date may vary from Operator to Operator. The issue date appears in the MANUALS panel of the OPS LIBRARY Browser. The EASA approval date appears in the MMEL Approval Reference of the MMEL Items/MMEL Preamble.
The 90 days limit as referred to in AMC1 ORO.MLR.105(c)(b) is recommended to start from the effective date.

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INTRODUCTION TO THE MMEL

Ident.: MI-00-03-00012121.0001001 / 13 APR 16
Applicable to: ALL

This MMEL (reference STL 35100) is developed to improve the aircraft utilization and thereby to provide more convenient and economic air transportation for the public.

The MMEL is a document that lists the here below items while maintaining an acceptable level of safety:
- The equipment, components, systems or functions that may be temporarily inoperative, subject to certain conditions,
- The dispatch messages that may be temporarily displayed on the DISPATCH page subject to certain conditions.

The MMEL does not contain obviously required items such as wings, flaps, and rudder.
ALL ITEMS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND NOT INCLUDED IN THE MMEL ARE AUTOMATICALLY REQUIRED TO BE OPERATIVE FOR DISPATCH.
Non-safety related equipment such as galley equipment and passenger convenience items need not be listed.
The MMEL is the basis for the development of individual Operator's MEL which takes into consideration the Operator's particular aircraft equipment configuration and operational conditions. In order to maintain an acceptable level of safety and reliability, the MMEL establishes limitations on the duration of and conditions for operation with inoperative item.

INTRODUCTION TO THE MEL

Ident.: MI-00-03-00012122.0001001 / 13 APR 16
Applicable to: ALL

The Minimum Equipment List (MEL) is based on the Master Minimum Equipment List (MMEL).
An Operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL.
The MEL shall not deviate from any applicable Airworthiness Directive or any other Mandatory Requirement.
The MEL is intended to permit operation with inoperative items of system, function, or equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity.
Suitable conditions and limitations in the form of placards, maintenance procedures, crew operational procedures, and other restrictions are necessary in the MEL to ensure that an acceptable level of safety is maintained.
The MEL takes into consideration the Operator's particular aircraft equipment, configuration and operational conditions, routes being flown, and requirements set by the appropriate Authority.

When an item is discovered to be inoperative, it is reported by making an entry in the technical logbook. The item is then either rectified or may be deferred per the MEL before further operation. MEL conditions and limitations do not relieve the Operator from determining that the aircraft is in a fit condition for safe operation with items inoperative.
The provisions of the MEL are applicable until the aircraft commences the flight. Any decision to continue a flight following a failure or unserviceability which becomes apparent after the commencement of a flight must be subject to pilot judgment and good airmanship. The Commander may continue to make reference to and use the MEL as appropriate.
By approval of the MEL, the Authority permits dispatch of the aircraft for revenue, ferry, or training flights with certain items inoperative provided an acceptable level of safety is maintained by use of appropriate operational or maintenance procedures, by transfer of the function to another operating system, or by reference to other instruments or system providing the required information.
Operators are to establish a controlled and sound repair programme including the parts, personnel, facilities, procedures, and schedules to ensure timely repair. This programme should identify the actions required for Maintenance discrepancy messages.

CRITERIA FOR DISPATCH

Ident.: MI-00-04-00012123.0001001 / 13 APR 16
Applicable to: ALL

The decision of the Commander of the flight to have inoperative items corrected before the flight will take precedence over the provisions contained in the MEL. The Commander may request requirements above the minimum listed, whenever in his judgment such added equipment is essential to the safety of a particular flight under the special condition prevailing at the time.
The MEL cannot take into account all multiple unserviceabilities. Therefore, before dispatching an aircraft with multiple MEL items inoperative, it must be assured that any interface or inter-relationship between inoperative items will not result in a degradation in the level of safety and/or an undue increase in crew workload. It is particularly in this area of multiple discrepancies and especially discrepancies in related systems, that good judgment, based on the circumstances of the case, including climatic and en-route conditions, must be used.

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MAINTENANCE ACTION

Ident.: MI-00-05-00012124.0001001 / 06 AUG 21
Applicable to: ALL

Every effort shall be made by the maintenance to correct all technical defects as early as practicable and that the aircraft be released from a maintenance station in fully operational condition. The Commander must be informed by the maintenance as soon as practicable, should it be impossible to rectify the inoperative item before the dispatch.

Whenever an aircraft is released by the maintenance for dispatch with items inoperative, the following is required:
- The technical logbook aboard the aircraft must contain a detailed description of the inoperative item(s), special advice to the flight crew, if necessary, and information about corrective action taken.
- When they are accessible to the flight/cabin crew in flight, the control(s), and/or indicator(s) related to inoperative system(s), function(s) or component(s) must be clearly placarded.

Note:
1. *To the extent practical, placards should be located adjacent to the control or indicator for the item affected. However, unless otherwise specified, placard wording and location should be determined by the company.*
2. *If inadvertent operation could produce a hazard, such equipment must be rendered inoperative (physically) as given in the appropriate Maintenance Procedure.*
3. *The relevant Operational Procedures are contained in the MEL.*
4. *The relevant Maintenance Procedures are published in AirN@v Line Maintenance.*

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REPAIR INTERVAL

Ident.: MI-00-06-00012125.0001001 / 01 JUL 22
Applicable to: ALL

Inoperative items, deferred in accordance with the MEL, must be rectified at or before the expiration of the repair interval that is established by the following letter designators given in the "Repair Interval" column.

Repair Interval A	:	No standard interval is specified, however, items in this category shall be rectified in accordance with the dispatch conditions stated in the MEL. Where a time period is specified in calendar days or flight days, the interval excludes the day of discovery. Where a time period is specified in number of flights or flight hours, it shall start at the beginning of the first flight following the discovery of the failure.
Repair Interval B	:	Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 13:00 on January 26th UTC, the 3-day interval begins at 00:00:01 on January 27th UTC and ends at 23:59:59 on January 29th UTC.
Repair Interval C	:	Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it were recorded at 13:00 on January 26th UTC, the 10-day interval begins at 00:00:01 on January 27th UTC and ends at 23:59:59 on February 5th UTC.
Repair Interval D	:	Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

Note: *The discrepancy is not in the MEL list and not affect the airworthiness of the aircraft operation that belongs to maintenance control item. MEL CAT in TLB/TLB-DD Log Book will be marked as “N/A”.*

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DEFINITIONS

Ident.: MI-00-08-00012025.0001001 / 28 APR 23
Applicable to: ALL

Calendar day	:	A 24 hour period from 00:00:01 to 23:59:59 based on UTC time.
Commencement of the flight	:	Means the point when an aircraft begins to move under its own power for the purpose of preparing for takeoff.
Considered inoperative	:	The listed item of equipment must be treated as inoperative. Therefore, the “considered inoperative” MEL item must also be entered and the associated dispatch conditions must also be applied, including the respective (o), (m) procedures, and placarding if any. The “considered inoperative” item shall not be used or operated until the original deferred item is repaired. The shorter rectification interval between the original inoperative item and the “considered inoperative” item shall be applied.
Daylight operations	:	Period between the beginning of the morning civil twilight and the end of the evening civil twilight relevant to the local aeronautical airspace, or such other period, as may be prescribed by the appropriate Authority.
ETOPS is not conducted	:	ETOPS flight is not permitted.
ETOPS beyond 180 min is not conducted	:	ETOPS flight above 180 min diversion time is not permitted.
Extended Diversion Time Operations (EDTO)	:	Any operation by an aircraft with two or more turbine engines where the diversion time to an en-route alternate airport is greater than the threshold time established by the State of the Operator. *Note:* *The term "ETOPS" in CAA AOR has been replaced with "EDTO". Nevertheless, according to ICAO, this name change is not intended to mandate a similar name change in the concerned State regulations or aircraft documentation. This is in line with the note introduced in the EDTO Standards of Annex 6, which clarifies that the term “ETOPS” may still be used instead of “EDTO”, as long as the concepts are correctly embodied in the concerned regulation or documentation. Therefore, in this manual, the term "ETOPS" is still used and its meaning is equivalent to "EDTO".*
Extended overwater flight	:	A flight where the aeroplane is operated over water at a distance away from land greater than 400 NM.

Flammable or combustible material	:	Material which is capable of catching fire and burning (e.g. baggages, livestock, ...). Where loading of flammable or combustible material is prohibited, no material may be loaded, except the following: 1. Cargo handling equipment (ballast or empty ULD). ULD must not contain any energy supplied device of any kind (e.g. ULD integrated trackers/monitoring devices, cooled containers), must be without oxygen supply, or any other flammable or combustible material 2. Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.) 3. In-flight service material (Return catering - only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods). Note: *If serviceable tires are included, they should only be inflated to a minimum pressure that preserves their serviceability.*
Flight	:	For the purpose of an MEL, one “flight” is defined as the period of time that begins at the moment an aircraft begins to move by its own means in preparation for takeoff, continues during takeoff and the applicable flight phases, and ends after the first landing when the aircraft comes to a complete stop in its parking area.
Flight Cycles	:	For the purpose of an CDL, the Flight Cycles (FC) are to be counted based on the definition as a completed takeoff and landing sequence. Touch and go landings are also counted as flight cycles.
Flight Hours	:	For the purpose of an MEL, the Flight Hours (FH) are to be counted based on the definition of the period of the total time from the moment an aircraft lifts off the ground until the moment it touches down at the end of the flight.
Flight Day	:	A 24 hour period from midnight to midnight based on Universal Coordinated Time (UTC), during which at least one flight is initiated for the affected aircraft.
Icing conditions	:	*Refer to AFM/LIM-GEN Icing Conditions Definition*.

Inoperative	:	The listed item of equipment is unserviceable or malfunctioning to the extent that it does not accomplish its intended purpose, or is not consistently functioning within its designed operating limits or tolerances. Some systems, function, or equipment have been designed to be fault tolerant and are monitored by computers which transmit fault messages to the Centralized Maintenance System (CMS) for the purpose of maintenance. The presence of this category of messages does not mean that the system, function, or equipment is inoperative.
Intended flight route	:	Any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.
... provided that system X is not used	:	Crew members should not activate, actuate, or otherwise utilise the system X under normal operations. It is not necessary for the company to accomplish the (m) procedure associated with the system X item. However, operations-related provisions, (o) procedures must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the system that is not used to inform crew members that the system is not to be used under normal operations.
... provided that system X is operative	:	The system X must not be reported to be inoperative in the logbook. In some complex cases, the (o) procedure may request, to check, on the DISPATCH page, the absence of dispatch messages associated with the system X.
... provided that system X is checked operative	:	The system X must be checked and confirmed operative via either an (o) and/or an (m) procedure.
Polar area	:	The polar area corresponds to the entire area north of 78 ° N latitude and the entire area south of 60 ° S latitude.
Remote areas	:	Areas in which search and rescue would be especially difficult. The expression "areas in which search and rescue would be especially difficult" should be interpreted, in this context, as meaning: 1. Areas so designated by the Authority responsible for managing search and rescue, or 2. Areas that are largely uninhabited and where: - The Authority referred to in 1 has not published any information to confirm whether search and rescue would be or would not be especially difficult, and - The Authority referred to in 1 does not, as a matter of policy, designate areas as being especially difficult for search and rescue.

Required cabin attendant: seat		A seat in the aeroplane cabin which meets the following conditions: - Where the certification of the cabin requires this seat to be occupied by a qualified cabin crewmember as specified in the Operations Manual, and - This seat is a part of the station to which a qualified cabin crewmember is to be assigned for the flight, and - The qualified cabin crewmember assigned to the station is a member of the minimum cabin crew designated for the flight.
Risk of ditching	:	When taking off or landing at an aerodrome where the takeoff or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching.
VMC (Visual Meteorological Conditions)	:	Means that the atmospheric environment would allow a flight to proceed under the Visual Flight Rules (VFR) and that the flight is conducted during the period from sunrise to sunset. This does not preclude operating under Instrument Flight Rules (IFR).
Notify Dispatch	:	Before airplane departure, advance notice from line maintenance to dispatch is required upon determining the item of equipment is inoperative and confirming that item has to be transferred to Technical - Deferred Defect Log Book (TLB-DD). In order to take a proper action to avoid delaying aircraft departure or affecting airworthiness. MAINT. OPERATION CENTER (MOC) also has to notify related department(s) and destination of the MEL information.

Non-essential equipment and furnishings (NEF):	Those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. These non-essential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Items within serviceable limits identified in the manufacture's maintenance manual or company's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc… shall not be deferred as a NEF. Cosmetic items that are fully serviceable but worn or soiled may be deferred under as a NEF. These items listed in the NEF deferred program (MEL Item 25-90-50) are required in maintenance control.

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21-01-01 PACK 1(2) pb-sw FAULT light

Ident.: MI-21-01-00012360.0001001 / 13 APR 16
Applicable to: ALL

21-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

21-01-02 PACK 1(2) pb-sw OFF light

Ident.: MI-21-01-00012361.0001001 / 13 APR 16
Applicable to: ALL

21-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

21-01-03 RAM AIR pb-sw ON light

Ident.: MI-21-01-00012362.0001001 / 13 APR 16
Applicable to: ALL

21-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-01-04 HOT AIR 1(2) pb-sw FAULT light

Ident.: MI-21-01-00012381.0001001 / 13 APR 16
Applicable to: ALL

21-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

21-01-05 HOT AIR 1(2) pb-sw OFF light

Ident.: MI-21-01-00012382.0001001 / 13 APR 16
Applicable to: ALL

21-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

21-01-06 CKPT HI VENT pb-sw ON light

Ident.: MI-21-01-00012397.0001001 / 13 APR 16
Applicable to: B-18901, B-18902, B-18903

21-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-01-07	WINDSHIELD DEFOG pb-sw ON light

Ident.: MI-21-01-00012398.0001001 / 13 APR 16
Applicable to: ALL

21-01-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-01-31	AIR FLOW selector

Ident.: MI-21-01-00012363.0001001 / 13 APR 16
Applicable to: ALL

21-01-31A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-01-31A AIR FLOW selector*

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21-02-01 CABIN ALT MODE pb-sw MAN light

Ident.: MI-21-02-00012681.0001001 / 13 APR 16
Applicable to: ALL

21-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-02-01A CABIN ALT MODE pb-sw MAN light*

21-02-02 CABIN V/S MODE pb-sw MAN light

Ident.: MI-21-02-00012682.0001001 / 13 APR 16
Applicable to: ALL

21-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-02-02A CABIN V/S MODE pb-sw MAN light*

21-02-03 DITCHING pb-sw ON light

Ident.: MI-21-02-00012683.0001001 / 13 APR 16
Applicable to: ALL

21-02-03A

Repair interval	Nbr installed	Nbr required	Placard
C	1	0	Yes

(o) May be inoperative.

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Reference(s)

(o) *Refer to OpsProc 21-02-03A DITCHING pb-sw ON light*

21-02-31	**DITCHING pb-sw**

Ident.: MI-21-02-00021096.0001001 / 13 APR 16
Applicable to: ALL

21-02-31A

Repair interval	Nbr installed	Nbr required	Placard
–	**1**	**1**	**No**

21-03-01 BULK HEATER pb-sw FAULT light

Ident.: MI-21-03-00012383.0001001 / 13 APR 16
Applicable to: ALL

21-03-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-03-02 BULK HEATER pb-sw OFF light

Ident.: MI-21-03-00012384.0001001 / 13 APR 16
Applicable to: ALL

21-03-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-03-03 BULK ISOL VALVES pb-sw FAULT light

Ident.: MI-21-03-00012658.0001001 / 13 APR 16
Applicable to: ALL

21-03-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-03-04 BULK ISOL VALVES pb-sw OFF light

Ident.: MI-21-03-00012659.0001001 / 13 APR 16
Applicable to: ALL

21-03-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-03-05 FWD ISOL VALVES pb-sw FAULT light

Ident.: MI-21-03-00012660.0001001 / 13 APR 16
Applicable to: ALL

21-03-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-03-06 FWD ISOL VALVES pb-sw OFF light

Ident.: MI-21-03-00012661.0001001 / 13 APR 16
Applicable to: ALL

21-03-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-04-01 COOLG pb-sw FAULT light

Ident.: MI-21-04-00011883.0001001 / 13 APR 16
Applicable to: ALL

21-04-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

21-04-02 COOLG pb-sw OFF light

Ident.: MI-21-04-00011885.0001001 / 13 APR 16
Applicable to: ALL

21-04-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

21-04-03 CAB FANS pb-sw OFF light

Ident.: MI-21-04-00012399.0001001 / 13 APR 16
Applicable to: ALL

21-04-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-04-04 AVNCS EXTRACT pb-sw FAULT light

Ident.: MI-21-04-00012400.0001001 / 13 APR 16
Applicable to: ALL

21-04-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-04-05 AVNCS EXTRACT pb-sw OVRD light

Ident.: MI-21-04-00012401.0001001 / 13 APR 16
Applicable to: ALL

21-04-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-07-01-01	Pack Temperature Monitoring on the BLEED SD page

Ident.: MI-21-07-01-00012373.0001001 / 13 APR 16
Applicable to: ALL

21-07-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

One or more may be inoperative.

21-07-01-02	Pack Valve Position Monitoring on the BLEED SD page

Ident.: MI-21-07-01-00012374.0001001 / 13 APR 16
Applicable to: ALL

21-07-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative provided that the closure function of both associated pack valves is checked operative on the BLEED SD page.

Reference(s)

(o) *Refer to OpsProc 21-07-01-02A Pack Valve Position Monitoring on the BLEED SD page*

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21-07-03-01 Hot Air Valve Position Monitoring on the COND SD page

Ident.: MI-21-07-03-00012386.0001001 / 13 APR 16
Applicable to: ALL

21-07-03-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative provided that the closure function of both associated pack valves is checked operative on the BLEED SD page.

Reference(s)

(o) *Refer to OpsProc 21-07-03-01A Hot Air Valve Position Monitoring on the COND SD page*

21-07-03-02 Cockpit Temperature Monitoring on the COND SD page

Ident.: MI-21-07-03-00012387.0001001 / 13 APR 16
Applicable to: ALL

21-07-03-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-07-03-02A Cockpit Temperature Monitoring on the COND SD page*

21-07-03-03 Cabin Zone Temperature Monitoring on the COND SD page

Ident.: MI-21-07-03-00020597.0001001 / 13 APR 16
Applicable to: ALL

21-07-03-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**7**	**0**	**No**

(o) One or more may be inoperative.

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Reference(s)

(o) *Refer to OpsProc 21-07-03-03A Cabin Zone Temperature Monitoring on the COND SD page*

21-09-01 AIR OVHT ON FUEL INERTING 1(2) Message

Ident.: MI-21-09-00012651.0001001 / 05 FEB 19
Applicable to: ALL

21-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(m) One or both may be displayed on the DISPATCH page provided that:
1) The associated fuel inerting inlet valve is deactivated in the closed position, and
2) For the affected fuel inerting system, the AIR OVHT ON FUEL INERTING 1(2) alert is no more displayed on the WD after deactivation.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-58-55-05ZZZ-560Z-A*

21-09-02 AIR PACK 1(2) REGUL DEGRADED Message

Ident.: MI-21-09-00012365.0001001 / 09 NOV 16
Applicable to: ALL

21-09-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

One or both may be displayed on the DISPATCH page.

21-09-03 AIR PRESS LO ON FUEL INERTING 1(2) Message

Ident.: MI-21-09-00023576.0001001 / 05 FEB 19
Applicable to: ALL

21-09-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(o) (m) One or both may be displayed on the DISPATCH page provided that:

1) The associated fuel inerting inlet valve is deactivated in the closed position, and

2) None of the following dispatch messages is present for the associated fuel inerting system:
AIR TEMP CTL VLV ON FUEL INERTING 1(2),
AIR TURB VLV ON FUEL INERTING 1(2).

Reference(s)

(o) *Refer to OpsProc 21-09-03A AIR PRESS LO ON FUEL INERTING 1(2) Message*
(m) *Refer to Maintenance Procedure A350-A-21-58-55-04ZZZ-560Z-A*

21-09-04 CAB PRESS ABNORMAL LEAKAGE message

Ident.: MI-21-09-00021092.0001001 / 13 APR 16
Applicable to: ALL

21-09-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page.

21-09-05 CAB PRESS MAN CTL DEGRADED Message

Ident.: MI-21-09-00012684.0001001 / 13 APR 16
Applicable to: ALL

21-09-05A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page for 120 consecutive calendar days.

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21-20-01 Fan Automatic Shutoff Control

Ident.: MI-21-20-00017661.0002001 / 13 APR 16
Applicable to: ALL

21-20-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**11**	**0**	**No**

One or more may be inoperative for 10 consecutive calendar days.

21-20-02 Mixer Pressure Sensor

Ident.: MI-21-20-00017717.0001001 / 13 APR 16
Applicable to: ALL

21-20-02A One or two inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**2**	**No**

One or two may be inoperative for 120 consecutive calendar days.

21-20-02B Three inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**1**	**No**

Three may be inoperative.

21-20-03 Ventilation Control Redundancy

Ident.: MI-21-20-00017721.0001001 / 13 APR 16
Applicable to: ALL

21-20-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

21-20-04 Ventilation Local Control Redundancy

Ident.: MI-21-20-00017722.0001001 / 13 APR 16
Applicable to: ALL

21-20-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

21-21-01	Cabin Fan

Ident.: MI-21-21-00017723.0002001 / 13 APR 16
Applicable to: ALL

21-21-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**3**	**No**

One may be inoperative for 120 consecutive calendar days.

21-21-01B Two inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

(o) Two may be inoperative provided that:
1) Both air conditioning packs are operative, and
2) Both engine bleed air systems are operative, and
3) The FWD TEMP REGUL selector is set to OFF.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-21-01B Cabin Fan*

21-21-02	Cabin Fan Monitoring

Ident.: MI-21-21-00017741.0001001 / 13 APR 16
Applicable to: ALL

21-21-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

21-21-03 Cabin Filter Clogged

Ident.: MI-21-21-00017743.0001001 / 13 APR 16
Applicable to: ALL

21-21-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**2**	**No**

One or two may be clogged for 30 consecutive calendar days.

21-22-01 Cockpit Individual Valve

Ident.: MI-21-22-00012411.0001001 / 13 APR 16
Applicable to: ALL

21-22-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**6**	**0**	**No**

One or more may be inoperative for 120 consecutive calendar days.

21-22-02 Cockpit HI VENT Valve

Ident.: MI-21-22-00017756.0001001 / 13 APR 16
Applicable to: B-18901, B-18902, B-18903

21-22-02A Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative in the open position.

21-22-02B Deactivated in the open position

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(m) May be inoperative provided that the cockpit HI VENT valve is deactivated in the open position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-22-58-00ZZZ-560Z-A*

21-22-02C Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative in the closed position.

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21-23-01	Lavatory and Galley Extraction System

Ident.: MI-21-23-00012412.0001001 / 13 APR 16
Applicable to: ALL

21-23-01A Lavatory & galley extraction system inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-23-01A Lavatory and Galley Extraction System (air extraction not available)*

21-23-01B Lavatory & galley extraction system operative only in flight

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that:

1) The lavatory and galley isolation valve is deactivated in the open position, and
2) Both engine bleed air systems are operative, and
3) Both air conditioning packs are operative, and
4) The VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed on the DISPATCH page, and
5) One avionics extraction fan is operative.

Reference(s)

(o) *Refer to OpsProc 21-23-01B Lavatory and Galley Extraction System (air extraction available in flight)*
(m) *Refer to Maintenance Procedure A350-A-21-23-58-01ZZZ-560Z-A*

21-23-02	Lavatory and Galley Extraction Fan

Ident.: MI-21-23-00012413.0001001 / 13 APR 16
Applicable to: ALL

21-23-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-23-02A Lavatory and Galley Extraction Fan*

21-23-03	Lavatory and Galley Isolation Valve

Ident.: MI-21-23-00017763.0001001 / 13 APR 16
Applicable to: ALL

21-23-03A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative in the closed position.

21-23-03B Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that the lavatory and galley isolation valve is deactivated in the closed position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-23-58-00ZZZ-560Z-A*

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21-23-03C Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative in the open position provided that:
1) Both engine bleed air systems are operative, and
2) Both air conditioning packs are operative, and
3) The VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed on the DISPATCH page, and
4) One avionics extraction fan is operative.

Reference(s)

(o) *Refer to OpsProc 21-23-03C Lavatory and Galley Isolation Valve*

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21-25-01 Pack Bay Ventilation

Ident.: MI-21-25-00012652.0001001 / 07 NOV 19
Applicable to: ALL

21-25-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-25-01A Pack Bay Ventilation (one inoperative)*

21-25-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) Both may be inoperative for 3 consecutive calendar days.

Reference(s)

(o) *Refer to OpsProc 21-25-01B Pack Bay Ventilation (both inoperative)*

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21-26-01 Avionics Backup Valve

Ident.: MI-21-26-00012415.0001001 / 13 APR 16
Applicable to: ALL

21-26-01A One inoperative in the open position and opposite avionics backup valve operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative in the open position provided that the opposite avionics backup valve is operative.

21-26-01B One inoperative and deactivated in the open position and opposite avionics backup valve operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that:
1) The affected avionics backup valve is deactivated in the open position, and
2) The opposite avionics backup valve is operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-26-56-05ZZZ-560Z-A*

21-26-01C Both inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

Both may be inoperative in the open position for 3 flights.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

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21-26-01D Both inoperative and deactivated in the open position

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(m) Both may be inoperative for 3 flights provided that both avionics backup valves are deactivated in the open position.

<u>Note:</u> ***Notify Dispatch.***

<u>Note:</u> *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-26-56-06ZZZ-560Z-A*

21-26-02	**Avionics Blowing Degraded**

Ident.: MI-21-26-00017771.0001001 / 13 APR 16
Applicable to: ALL

21-26-02A One degraded

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be degraded provided that:
1) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and
2) The APU ECON MODE is not used.

Reference(s)

(o) *Refer to OpsProc 21-26-02A Avionics Blowing Degraded (one degraded)*

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21-26-02B Both degraded

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) Both may be degraded for 3 flights provided that:

1) Both air conditioning packs are checked operative, and

2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and

3) The APU ECON MODE is not used.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 21-26-02B Avionics Blowing Degraded (both degraded)*

21-26-03	Avionics Blowing Fan

Ident.: MI-21-26-00017774.0001001 / 13 APR 16
Applicable to: ALL

21-26-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that:

1) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and

2) The APU ECON MODE is not used.

Reference(s)

(o) *Refer to OpsProc 21-26-03A Avionics Blowing Fan (one inoperative)*

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21-26-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) Both may be inoperative for 3 flights provided that:

1) Both air conditioning packs are checked operative, and

2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and

3) The APU ECON MODE is not used.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 21-26-03B Avionics Blowing Fan (both inoperative)*

21-26-04	Avionics Blowing System

Ident.: MI-21-26-00012414.0001001 / 13 APR 16
Applicable to: ALL

21-26-04A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) (m) One may be inoperative provided that:

1) The affected backup valve is deactivated in the open position, and

2) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and

3) The APU ECON MODE is not used.

Reference(s)

(o) *Refer to OpsProc 21-26-04A Avionics Blowing System (one inoperative)*

(m) *Refer to Maintenance Procedure A350-A-21-26-56-00ZZZ-560Z-A*

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21-26-04B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) **(m)** Both may be inoperative for 3 flights provided that:

1) Both backup valves are deactivated in the open position, and
2) Both air conditioning packs are operative, and
3) During ground operations, avionics ventilation is provided from the air conditioning pack or from an external air conditioning group, and
4) The APU ECON MODE is not used.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 21-26-04B Avionics Blowing System (both inoperative)*
(m) *Refer to Maintenance Procedure A350-A-21-26-56-04ZZZ-560Z-A*

21-26-05	Avionics Cooling Effect Detector

Ident.: MI-21-26-00012416.0001001 / 13 APR 16
Applicable to: ALL

21-26-05A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

21-26-05B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

Both may be inoperative for 3 flights.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

21-26-06 Avionics Extraction Fan

Ident.: MI-21-26-00017779.0001001 / 13 APR 16
Applicable to: ALL

21-26-06A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

21-26-06B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**2**	**0**	**No**

(o) Both may be inoperative provided that:
1) The AVNCS EXTRACT pb-sw is set to OVRD, and
2) The VENT AVNCS EXTRACT message is not displayed on the DISPATCH page.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-26-06B Avionics Extraction Fan*

21-26-07 Avionics Fan Monitoring

Ident.: MI-21-26-00017782.0001001 / 13 APR 16
Applicable to: ALL

21-26-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

21-26-08	**Avionics Filter Clogged**

Ident.: MI-21-26-00017783.0001001 / 13 APR 16
Applicable to: ALL

21-26-08A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

One or both may be clogged for 30 consecutive calendar days.

21-26-09	**Avionics Inboard Valve**

Ident.: MI-21-26-00012417.0001001 / 13 APR 16
Applicable to: ALL

21-26-09A Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative in the open position provided that one avionics extraction fan is operative.

21-26-09B Deactivated in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
1) The avionics inboard valve is deactivated in the open position, and
2) One avionics extraction fan is operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-26-58-00ZZZ-560Z-A*

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21-26-09C Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) **(m)** May be inoperative provided that:

1) The avionics inboard valve is deactivated in the closed position, and

2) The AVNCS EXTRACT pb-sw is set to OVRD, and

3) The VENT AVNCS EXTRACT message is not displayed on the DISPATCH page.

Reference(s)

(o) *Refer to OpsProc 21-26-09C Avionics Inboard Valve*

(m) *Refer to Maintenance Procedure A350-A-21-26-58-01ZZZ-560Z-A*

21-26-10	Avionics Overboard Valve Big Flap Redundancy

Ident.: MI-21-26-00017787.0001001 / 13 APR 16
Applicable to: ALL

21-26-10A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 120 consecutive calendar days.

21-26-11	Avionics Overboard Valve Big Flap

Ident.: MI-21-26-00012418.0001001 / 27 DEC 19
Applicable to: ALL

21-26-11A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative in the closed position.

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21-26-11B Set and checked in the closed position

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:
1) The AVNCS EXTRACT pb-sw is set to OVRD, and
2) The avionics overboard valve big flap is checked in the closed position.

Reference(s)

(o) *Refer to OpsProc 21-26-11B Avionics Overboard Valve Big Flap (set and checked in the closed position)*

21-26-11C Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative in the open position provided that:
1) ETOPS is not conducted, and
2) The flight is not pressurized, and
3) On ground de-icing procedures are not performed, and
4) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 21-26-11C Avionics Overboard Valve Big Flap (inoperative in the open position)*

21-26-12 Avionics Overboard Valve Small Flap

Ident.: MI-21-26-00012419.0001001 / 13 APR 16
Applicable to: ALL

21-26-12A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative in the closed position provided that the FWD outflow valve control is operative.

Reference(s)

(o) *Refer to OpsProc 21-26-12A Avionics Overboard Valve Small Flap (inoperative in the closed position)*

21-26-12B Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative in the open position provided that on ground de-icing procedures are not performed.

21-28-01	BULK Cargo Compartment Extraction Fan

Ident.: MI-21-28-00012665.0001001 / 13 APR 16
Applicable to: ALL

21-28-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-28-01A BULK Cargo Compartment Extraction Fan*

21-28-02	BULK Cargo Compartment Isolation Valve

Ident.: MI-21-28-00012666.0001001 / 13 APR 16
Applicable to: ALL

21-28-02A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative in the closed position.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-28-02A BULK Cargo Compartment Isolation Valve*

21-28-02B Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) (m) One or both may be inoperative provided that the affected valve is deactivated in the closed position.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 21-28-02B BULK Cargo Compartment Isolation Valve*
(m) *Refer to Maintenance Procedure A350-A-21-28-58-00ZZZ-560Z-A*

21-28-02C Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative in the open position provided that the BULK cargo compartment is empty or does not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

21-28-03	BULK Cargo Compartment Extraction Fan Shutoff Control

Ident.: MI-21-28-00012667.0001001 / 13 APR 16
Applicable to: ALL

21-28-03A BULK ISOL VALVES pb-sw set to on

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days.

21-28-03B BULK ISOL VALVES pb-sw set to OFF

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that the BULK ISOL VALVES pb-sw is set to OFF.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-28-03B BULK Cargo Compartment Extraction Fan Shutoff Function*

21-28-04 Bulk Cargo Compartment Extraction Fan Monitoring

Ident.: MI-21-28-00017817.0001001 / 13 APR 16
Applicable to: ALL

21-28-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

21-28-05 FWD Cargo Compartment Extraction Fan

Ident.: MI-21-28-00012668.0001001 / 13 APR 16
Applicable to: ALL

21-28-05A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

(o) May be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-28-05A FWD Cargo Compartment Extraction Fan*

21-28-06 FWD Cargo Compartment Isolation Valve

Ident.: MI-21-28-00012669.0001001 / 13 APR 16
Applicable to: ALL

21-28-06A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
D	**3**	**0**	**Yes**

(o) One or more may be inoperative in the closed position.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-28-06A FWD Cargo Compartment Isolation Valve*

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21-28-06B Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
D	**3**	**0**	**Yes**

(o) (m) One or more may be inoperative provided that the affected FWD cargo compartment isolation valve is deactivated in the closed position.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-28-06B FWD Cargo Compartment Isolation Valve*
(m) *Refer to Maintenance Procedure A350-A-21-28-58-01ZZZ-560Z-A*

21-28-06C Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more may be inoperative in the open position provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

21-28-07	FWD Cargo Compartment Extraction Fan Shutoff Control

Ident.: MI-21-28-00012670.0001001 / 13 APR 16
Applicable to: ALL

21-28-07A FWD ISOL VALVES pb-sw set to on

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days.

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21-28-07B FWD ISOL VALVES pb-sw set to OFF

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that the FWD ISOL VALVES pb-sw is set to OFF.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-28-07B FWD Cargo Compartment Extraction Fan Shutoff Function*

21-28-08	FWD Cargo Compartment Cold Air Valve

Ident.: MI-21-28-00012671.0001001 / 13 APR 16
Applicable to: ALL

21-28-08A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) (m) May be inoperative provided that the cold air valve is deactivated in the closed position.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-28-08A FWD Cargo Compartment Cold Air Valve*
(m) *Refer to Maintenance Procedure A350-A-21-28-59-00ZZZ-560Z-A*

21-28-14	FWD Cargo Compartment Extraction Fan Monitoring

Ident.: MI-21-28-00025023.0003001 / 03 JUL 20
Applicable to: ALL

21-28-14A FWD ISOL VALVES pb-sw set to on

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

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21-28-14B FWD ISOL VALVES pb-sw set to OFF

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that the FWD ISOL VALVES pb-sw is set to OFF.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-28-14B FWD Cargo Compartment Extraction Fan Monitoring*

21-29-01 IFE Bay Ventilation

Ident.: MI-21-29-00012675.0001001 / 13 APR 16
Applicable to: ALL

21-29-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

<u>*Note:*</u> ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-29-01A IFE Bay Ventilation*

21-29-02 IFE Bay Isolation

Ident.: MI-21-29-00012676.0001001 / 13 APR 16
Applicable to: ALL

21-29-02A IFEC pb-sw set to on

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

21-29-02B IFEC pb-sw set to OFF

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that the IFEC pb-sw is set to OFF.

Reference(s)

(o) *Refer to OpsProc 21-29-02B IFE Bay Isolation*

21-29-06 Commercial Equipment Ventilation Extraction Fan

Ident.: MI-21-29-00012680.0002001 / 13 APR 16
Applicable to: ALL

21-29-06A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

One may be inoperative for 120 consecutive calendar days.

21-29-06B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

(o) Both may be inoperative provided that the CCRC temperature control is considered inoperative.
Refer to Item 21-60-05 Crew Rest Compartment Temperature Control

Reference(s)

(o) *Refer to OpsProc 21-29-06B Commercial Equipment Ventilation Extraction Fan*

21-29-07 Commercial Equipment Ventilation Extraction Fan Monitoring

Ident.: MI-21-29-00017801.0001001 / 04 OCT 17
Applicable to: ALL

21-29-07A IFEC pb-sw set to on

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

21-29-07B IFEC pb-sw set to OFF

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that the IFEC pb-sw is set to OFF.

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Reference(s)

(o) *Refer to OpsProc 21-29-07B Commercial Equipment Ventilation Extraction Fan Monitoring*

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21-31-01	Automatic Cabin Pressure Control Redundancy

Ident.: MI-21-31-00012685.0001001 / 13 APR 16
Applicable to: ALL

21-31-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

21-31-02	Automatic Cabin Pressure Control

Ident.: MI-21-31-00012686.0001001 / 13 APR 16
Applicable to: ALL

21-31-02A One inoperative and CABIN ALT MODE operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) **(m)** One may be inoperative provided that:
1) The other automatic cabin pressure control is checked operative, and
2) The manual CABIN ALT MODE is checked operative.

Reference(s)

(o) *Refer to OpsProc 21-31-02A Automatic Cabin Pressure Control (one automatic cabin pressure control inoperative)*
(m) *Refer to Maintenance Procedure A350-A-21-31-XX-02ZZZ-560Z-A*

21-31-02B One inoperative and manual CABIN V/S MODE operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) **(m)** One may be inoperative provided that:
1) The other automatic cabin pressure control is checked operative, and
2) The manual CABIN V/S MODE is checked operative.

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Reference(s)

(o) *Refer to OpsProc 21-31-02B Automatic Cabin Pressure Control (one automatic cabin pressure control inoperative and manual CABIN ALT MODE inoperative)*
(m) *Refer to Maintenance Procedure A350-A-21-31-XX-03ZZZ-560Z-A*

21-31-02C Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) **(m)** Both may be inoperative provided that:
1) ETOPS is not conducted, and
2) The flight is not pressurized, and
3) The manual cabin pressure control is checked operative, and
4) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 21-31-02C Automatic Cabin Pressure Control (both automatic cabin pressure controls inoperative)*
(m) *Refer to Maintenance Procedure A350-A-21-31-XX-04ZZZ-560Z-A*

21-31-03	Cabin Pressure Sensor of Automatic Cabin Pressure Control (OCU COM section)

Ident.: MI-21-31-00012687.0001001 / 13 APR 16
Applicable to: ALL

21-31-03A One inoperative and manual CABIN ALT MODE operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that the manual CABIN ALT MODE is checked operative.

Reference(s)

(o) *Refer to OpsProc 21-31-03A Cabin Pressure Sensor of Automatic Cabin Pressure Control (manual CABIN ALT MODE checked operative)*

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21-31-03B One inoperative and manual CABIN V/S MODE operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that the manual CABIN V/S MODE is checked operative.

Reference(s)

(o) *Refer to OpsProc 21-31-03B Cabin Pressure Sensor of Automatic Cabin Pressure Control (manual CABIN ALT MODE inoperative)*

21-31-04	**Manual Cabin Pressure Control**

Ident.: MI-21-31-00012688.0001001 / 13 APR 16
Applicable to: ALL

21-31-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(m) May be inoperative provided that:
1) The manual cabin pressure control is deactivated, and
2) Both automatic cabin pressure controls are checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-31-XX-01ZZZ-560Z-A*

21-31-05	**Manual CABIN ALT MODE**

Ident.: MI-21-31-00012689.0001001 / 13 APR 16
Applicable to: ALL

21-31-05A Both automatic cabin pressure control systems operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that both automatic cabin pressure controls are checked operative.

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Reference(s)

(o) *Refer to OpsProc 21-31-05A Manual CABIN ALT MODE (manual CABIN ALT MODE inoperative)*

(m) *Refer to Maintenance Procedure A350-A-21-31-XX-05ZZZ-560Z-A*

21-31-05B Only one automatic cabin pressure control system operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) **(m)** May be inoperative provided that:

1) The remaining automatic cabin pressure control is checked operative, and

2) The manual CABIN V/S MODE is checked operative.

Reference(s)

(o) *Refer to OpsProc 21-31-05B Manual CABIN ALT MODE (manual CABIN ALT MODE inoperative and one automatic cabin pressure control system inoperative)*

(m) *Refer to Maintenance Procedure A350-A-21-31-XX-06ZZZ-560Z-A*

21-31-06	Manual CABIN V/S MODE

Ident.: MI-21-31-00012690.0001001 / 13 APR 16
Applicable to: ALL

21-31-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

21-31-07 Overpressure Relief Valve

Ident.: MI-21-31-00012691.0001001 / 13 APR 16
Applicable to: ALL

21-31-07A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative in the closed position provided that:

1) Both automatic cabin pressure controls are checked operative, and
2) Both outflow valves are operative.

Reference(s)

(o) *Refer to OpsProc 21-31-07A Overpressure Relief Valve (inoperative in the closed position)*
(m) *Refer to Maintenance Procedure A350-A-21-31-XX-00ZZZ-560Z-A*

21-31-07B Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative provided that:

1) ETOPS is not conducted, and
2) The flight is not pressurized, and
3) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 21-31-07B Overpressure Relief Valve (non pressurized flight)*

21-31-08 Outflow Valve Backup Control

Ident.: MI-21-31-00012692.0001001 / 13 APR 16
Applicable to: ALL

21-31-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the affected OCU backup motor driver is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-31-35-00ZZZ-560Z-A*

21-31-09 Outflow Valve Control

Ident.: MI-21-31-00012693.0001001 / 13 APR 16
Applicable to: ALL

21-31-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) **(m)** One may be inoperative provided that:
1) The OCU COM/MON motor and OCU backup motor driver are deactivated on the affected side, and
2) The affected outflow valve is deactivated in the closed position, and
3) The other automatic cabin pressure control is checked operative, and
4) The manual cabin pressure control is checked operative, and
5) The other outflow valve is checked operative.

Reference(s)

(o) *Refer to OpsProc 21-31-09A Outflow Valve Control*
(m) *Refer to Maintenance Procedure A350-A-21-31-58-00ZZZ-560Z-A*

21-31-10	Negative Relief Valve

Ident.: MI-21-31-00012694.0001001 / 13 APR 16
Applicable to: ALL

21-31-10A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative provided that:
1) ETOPS is not conducted, and
2) The flight is not pressurized, and
3) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 21-31-10A Negative Relief Valve*

21-31-11	Emergency Ram Air Test

Ident.: MI-21-31-00012695.0001001 / 02 FEB 17
Applicable to: ALL

21-31-11A Both air conditioning packs operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The emergency ram air test may be inoperative provided that both air conditioning packs are operative.

Reference(s)

(o) *Refer to OpsProc 21-31-11A Emergency Ram Air Test (both air conditioning packs checked operative)*

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21-31-11B Emergency ram air inlet checked operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) The emergency ram air test may be inoperative provided that the emergency ram air inlet is checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-31-XX-07ZZZ-560Z-A*

21-50-01 Air Conditioning Pack

Ident.: MI-21-50-00012366.0001001 / 19 JUL 19
Applicable to: ALL

21-50-01A Associated pack valve indicated closed on the BLEED SD Page

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that:
1) ETOPS beyond 180 min is not conducted, and
2) The associated PACK pb-sw is set to OFF, and
3) The associated pack valve indication is checked closed on the BLEED SD page, and
4) The opposite air conditioning pack is operative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-50-01A Air Conditioning Pack (associated pack valves closed)*

21-50-01B Associated pack valves deactivated closed

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o)(m) One may be inoperative provided that:
1) ETOPS beyond 180 min is not conducted, and
2) The associated PACK pb-sw is set to OFF, and
3) Both associated pack valves are deactivated and secured in the closed position, and
4) The opposite air conditioning pack is operative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-50-01B Air Conditioning Pack (associated pack valves deactivated closed)*
(m) *Refer to Maintenance Procedure A350-A-21-53-51-01ZZZ-560Z-A*

21-50-02	Pack 1 Valve

Ident.: MI-21-50-00012367.0002001 / 19 JUL 19
Applicable to: ALL

21-50-02A One inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative in the closed position

21-50-02B One deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that it is deactivated in the closed position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-53-51-02ZZZ-560Z-A*

21-50-02C Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

Both may be inoperative provided that the associated air conditioning pack is considered inoperative.
Refer to Item 21-50-01 Air Conditioning Pack

Note: ***Notify Dispatch.***

21-50-03	Pack 2 Valve

Ident.: MI-21-50-00019665.0002001 / 19 JUL 19
Applicable to: ALL

21-50-03A One inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative in the closed position

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21-50-03B One deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that it is deactivated in the closed position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-53-51-03ZZZ-560Z-A*

21-50-03C Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

Both may be inoperative provided that the associated air conditioning pack is considered inoperative.
Refer to Item 21-50-01 Air Conditioning Pack

Note: ***Notify Dispatch.***

21-50-04	**Pack Flow Sensor**

Ident.: MI-21-50-00012368.0002001 / 19 JUL 19
Applicable to: ALL

21-50-04A One pack flow sensor inoperative on one or both packs

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

One may be inoperative on each pack.

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21-50-04B Both pack flow sensors inoperative on the same pack

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

Both may be inoperative on one pack provided that the associated air conditioning pack is considered inoperative.
Refer to Item 21-50-01 Air Conditioning Pack

Note: ***Notify Dispatch.***

21-50-05	Pack Temperature Regulation

Ident.: MI-21-50-00012369.0001001 / 13 APR 16
Applicable to: ALL

21-50-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that the opposite air conditioning pack is operative.

Reference(s)

(o) *Refer to OpsProc 21-50-05A Pack Temperature Regulation*

21-50-06	Pack Temperature Control Valve

Ident.: MI-21-50-00012370.0001001 / 13 APR 16
Applicable to: ALL

21-50-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) **(m)** One may be inoperative provided that:
1) The affected pack temperature control valve is deactivated in the closed position, and
2) The opposite air conditioning pack is operative.

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Reference(s)

(o) *Refer to OpsProc 21-50-06A Pack Temperature Control Valve*
(m) *Refer to Maintenance Procedure A350-A-21-53-51-00ZZZ-560Z-A*

21-50-07	**Pack Ram Air Inlet Door**

Ident.: MI-21-50-00012371.0002001 / 22 JAN 21
Applicable to: ALL

21-50-07A Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative in the open position provided that during on ground de-icing/anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air inlet doors.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-50-07A Pack Ram Air Inlet Door (failed in the open position)*

21-50-07B Deactivated in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative provided that:
1) The affected pack ram air inlet door is deactivated in the open position, and
2) During on ground de-icing/anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air inlet doors.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-50-07B Pack Ram Air Inlet Door (deactivated in the open position)*
(m) *Refer to Maintenance Procedure A350-A-21-53-53-00ZZZ-560Z-A*

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21-50-07C Associated pack considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative provided that the associated air conditioning pack is considered inoperative.
Refer to Item 21-50-01 Air Conditioning Pack

Note: ***Notify Dispatch.***

21-50-08	**Pack Ram Air Outlet Door**

Ident.: MI-21-50-00012372.0002001 / 19 JUL 19
1 **Applicable to: B-18917, B-18918**

21-50-08A Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative in the open position provided that during on ground de-icing/anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air outlet doors.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-50-08A Pack Ram Air Outlet Door (failed in the open position)*

21-50-08B Deactivated in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative provided that:
1) The affected pack ram air outlet door is deactivated in the open position, and
2) During on ground de-icing/anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air outlet doors.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 21-50-08B Pack Ram Air Outlet Door (deactivated in the open position)*
(m) *Refer to Maintenance Procedure A350-A-21-53-54-00ZZZ-560Z-A*

21-50-08C Associated pack considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative provided that the associated air conditioning pack is considered inoperative.
Refer to Item 21-50-01 Air Conditioning Pack

Note: ***Notify Dispatch.***

21-50-08	Pack 1 Ram Air Outlet Door

Ident.: MI-21-50-00025196.0004001 / 06 JAN 23
2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18919**

21-50-08A Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The ram air outlet door of air conditioning pack 1 may be inoperative in the open position provided that during on ground de-icing/anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air outlet doors.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-50-08A Pack 1 Ram Air Outlet Door (failed in the open position)*

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21-50-08B Deactivated in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The ram air outlet door of air conditioning pack 1 may be inoperative provided that:

1) The ram air outlet door is deactivated in the open position, and

2) During on ground de-icing/anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air outlet doors.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-50-08B Pack 1 Ram Air Outlet Door (deactivated in the open position)*

(m) *Refer to Maintenance Procedure A350-A-21-53-54-00ZZZ-560Z-A*

21-50-08C Associated pack considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

The ram air outlet door of air conditioning pack 1 may be inoperative provided that the air conditioning pack 1 is considered inoperative.
Refer to Item 21-50-01 Air Conditioning Pack

Note: ***Notify Dispatch.***

21-50-09 Pack 2 Ram Air Outlet Door

Ident.: MI-21-50-00025112.0001001 / 06 JAN 23
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18919**

21-50-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The ram air outlet door of air conditioning pack 2 may be inoperative provided that:

1) The ram air outlet door is deactivated in the flush position, and
2) During on ground de-icing/anti-icing procedures, neither de-icing nor anti-icing fluid is sprayed in the direction of the pack ram air outlet doors, and
3) The air conditioning pack 1 is operative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-50-09A Pack 2 Ram Air Outlet Door*
(m) *Refer to Maintenance Procedure A350-A-21-53-54-02ZZZ-560Z-A*

21-50-10 Pack Control Channel

Ident.: MI-21-50-00012375.0002001 / 27 DEC 19
Applicable to: ALL

21-50-10A One inoperative on one or both packs

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

(o) One may be inoperative on each pack provided that the closure function of both associated pack valves is checked operative on the BLEED SD page.

Reference(s)

(o) *Refer to OpsProc 21-50-10A Pack Control Channel*

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21-50-10B Both inoperative on one pack

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

Both may be inoperative on one pack provided that:

1) The associated air conditioning pack is considered inoperative
Refer to Item 21-50-01 Air Conditioning Pack, and

2) The associated hot air system is considered inoperative.
Refer to Item 21-60-01 Hot Air System

Note: ***Notify Dispatch.***

21-50-11 Pack Communication Redundancy

Ident.: MI-21-50-00012376.0001001 / 10 JUL 19
Applicable to: ALL

21-50-11A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

21-50-11B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

Both may be inoperative provided that the AIR PACK CTL REDUNDANCY message is not displayed on the DISPATCH page.

21-50-12 Pack Control Redundancy

Ident.: MI-21-50-00012378.0001001 / 10 JUL 19
Applicable to: ALL

21-50-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that all pack control channels are operative.

Reference(s)

(o) *Refer to OpsProc 21-50-12A Pack Control Redundancy*

21-50-13 Pack Regulation Redundancy

Ident.: MI-21-50-00012364.0001001 / 10 JUL 19
Applicable to: ALL

21-50-13A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

One or both may be inoperative for 40 consecutive calendar days.

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21-55-01 Emergency Ram Air Inlet

Ident.: MI-21-55-00012379.0001001 / 13 APR 16
Applicable to: ALL

21-55-01A Inoperative in the fully open position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative in the fully open position provided that on ground de-icing procedures are not performed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-55-01A Emergency Ram Air Inlet (failed in the fully open position)*

21-55-01B Inoperative in the closed or any intermediate position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that:

1) The emergency ram air inlet is deactivated in the fully open position, and
2) On ground de-icing procedures are not performed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-55-01B Emergency Ram Air Inlet (deactivated in the fully open position)*
(m) *Refer to Maintenance Procedure A350-A-21-55-55-00ZZZ-560Z-A*

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21-58-01 Fuel Inerting Inlet Valve

Ident.: MI-21-58-00012653.0001001 / 05 FEB 19
Applicable to: ALL

21-58-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the affected fuel inerting inlet valve is deactivated in the closed position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-58-55-00ZZZ-560Z-A*

21-58-02 Fuel Inerting Inlet Valve Flap

Ident.: MI-21-58-00012654.0002001 / 05 FEB 19
Applicable to: ALL

21-58-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative provided that:

1) The affected fuel inerting inlet valve is deactivated in the closed position, and
2) None of the following dispatch messages is present for the associated fuel inerting system:
AIR OVHT ON FUEL INERTING 1(2),
AIR TEMP CTL VLV ON FUEL INERTING 1(2),
AIR TURB VLV ON FUEL INERTING 1(2),
AIR PRESS LO ON FUEL INERTING 1(2).

Reference(s)

(o) *Refer to OpsProc 21-58-02A Fuel Inerting Inlet Valve Flap*
(m) *Refer to Maintenance Procedure A350-A-21-58-55-03ZZZ-560Z-A*

21-58-03	Fuel Inerting Ram Air Outlet Flap

Ident.: MI-21-58-00012655.0001001 / 05 FEB 19
Applicable to: ALL

21-58-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the affected fuel inerting ram air outlet flap is deactivated in the flush position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-58-53-00ZZZ-560Z-A*

21-58-04	Fuel Inerting Temperature Control Valve

Ident.: MI-21-58-00012656.0001001 / 05 FEB 19
Applicable to: ALL

21-58-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

21-58-05	Fuel Inerting Turbine Valve

Ident.: MI-21-58-00012657.0001001 / 05 FEB 19
Applicable to: ALL

21-58-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

21-58-06	Fuel Inerting Redundancy

Ident.: MI-21-58-00012649.0001001 / 13 APR 16
Applicable to: ALL

21-58-06A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 40 consecutive calendar days.

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21-59-01 VCRU Overheat Protection

Ident.: MI-21-59-00011886.0001001 / 13 APR 16
Applicable to: ALL

21-59-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

(m) One or both may be inoperative provided that the affected VCRU is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-59-55-00ZZZ-560Z-A*

21-59-02 CDM Overheat Protection

Ident.: MI-21-59-00011887.0001001 / 13 APR 16
Applicable to: ALL

21-59-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(m) May be inoperative provided that the CDM is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-59-35-00ZZZ-560Z-A*

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21-60-01	Hot Air System

Ident.: MI-21-60-00012389.0001001 / 13 APR 16
Applicable to: ALL

21-60-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-60-01A Hot Air System*

21-60-02	Hot Air Valve

Ident.: MI-21-60-00012390.0002001 / 22 JAN 21
Applicable to: ALL

21-60-02A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative in the closed position.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-60-02A Hot Air Valve*

21-60-02B Affected hot air valve deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative provided that the affected hot air valve is deactivated in the closed position.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 21-60-02B Hot Air Valve*
(m) *Refer to Maintenance Procedure A350-A-21-61-44-01ZZZ-560Z-A*

21-60-02C Associated pack valves deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative in the open position provided that both associated pack valves are deactivated and secured in the closed position.*Refer to Item 21-50-01 Air Conditioning Pack*

<u>Note:</u> ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-61-44-02ZZZ-560Z-A*

21-60-03	Hot Air Valve Pressure Regulation

Ident.: MI-21-60-00020604.0001001 / 13 APR 16
Applicable to: ALL

21-60-03A All pack control channels operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative provided that all pack control channels are operative.

Reference(s)

(o) *Refer to OpsProc 21-60-03A Hot Air Valve Pressure Regulation (all pack control channels operative)*

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21-60-03B Associated hot air valve deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative provided that the associated hot air valve is deactivated in the closed position.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-60-03B Hot Air Valve Pressure Regulation (hot air valve deactivated closed)*
(m) *Refer to Maintenance Procedure A350-A-21-61-44-03ZZZ-560Z-A*

21-60-04	**Cockpit and Cabin Temperature Control**

Ident.: MI-21-60-00012391.0001001 / 30 APR 21
Applicable to: ALL

21-60-04A One or more inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**No**

(o) (m) One or more may be inoperative.

Note: *Application of the maintenance procedure, to deactivate the affected trim air valve in one of the three pre-defined positions is only necessary in the case of cockpit/cabin discomfort.*

Note: *Deactivated the failed trim air valve is recommended as following:*

- *Cockpit trim air valve is on Low Flow position.*
- *Zone 1 ~ 2 trim air valve is on High Flow position.*
- *Zone 3 ~ 7 trim air valve is on Close position.*

Reference(s)

(o) *Refer to OpsProc 21-60-04A Cockpit and Cabin Temperature Control*
(m) *Refer to Maintenance Procedure A350-A-21-61-42-01ZZZ-560Z-A*

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21-60-04B One or more deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**1**	**No**

(o) (m) One or more may be inoperative provided that the affected trim air valve is deactivated in the closed position.

Note: *Cockpit trim air valve must be operative.*

Reference(s)

(o) *Refer to OpsProc 21-60-04B Cockpit and Cabin Temperature Control*
(m) *Refer to Maintenance Procedure A350-A-21-61-42-00ZZZ-560Z-A*

21-60-05	Crew Rest Compartment Temperature Control

Ident.: MI-21-60-00012392.0002001 / 30 APR 21
Applicable to: ALL

21-60-05A One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative.

Note: *Application of the maintenance procedure, to deactivate the affected trim air valve in one of the three pre-defined positions is only necessary in the case of crew rest discomfort.*

Reference(s)

(o) *Refer to OpsProc 21-60-05A Crew Rest Compartment Temperature Control*
(m) *Refer to Maintenance Procedure A350-A-21-61-XX-02ZZZ-560Z-A*

21-60-05B One or both deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative provided that the affected trim air valve is deactivated in the closed position.

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Reference(s)

(o) *Refer to OpsProc 21-60-05B Crew Rest Compartment Temperature Control*
(m) *Refer to Maintenance Procedure A350-A-21-61-XX-01ZZZ-560Z-A*

21-60-05C Affected CRC locked and not occupied

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

One or both be inoperative provided that the affected compartment is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *Refer to FOM/CCOM for crew duty and rest time limitation.*

21-60-06	FWD Cargo Temperature Control

Ident.: MI-21-60-00012393.0001001 / 13 APR 16
Applicable to: ALL

21-60-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

(o) May be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-60-06A FWD Cargo Temperature Control*

21-60-07 **FWD Cargo Trim Air Valve**

Ident.: MI-21-60-00012394.0001001 / 13 APR 16
Applicable to: ALL

21-60-07A Hot air valves closure function operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the closure function of both hot air valves is checked operative on the COND SD page.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-60-07A FWD Cargo Trim Air Valve (hot air valves closure function operative)*

21-60-07B Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that the FWD cargo trim air valve is deactivated in the closed position.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-60-07B FWD Cargo Trim Air Valve (FWD cargo trim air valve deactivated closed)*
(m) *Refer to Maintenance Procedure A350-A-21-62-45-00ZZZ-560Z-A*

21-60-08	BULK Cargo Heater

Ident.: MI-21-60-00012395.0001001 / 13 APR 16
Applicable to: ALL

21-60-08A BULK HEATER pb-sw set to off

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the BULK HEATER pb-sw is set to OFF.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-60-08A BULK Cargo Heater*

21-60-08B BULK cargo heater deactivated

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that the BULK cargo heater is deactivated.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-60-08B BULK Cargo Heater*
(m) *Refer to Maintenance Procedure A350-A-21-62-36-00ZZZ-560Z-A*

21-60-09	Cabin Temperature Selection on FAP

Ident.: MI-21-60-00012396.0001001 / 13 APR 16
Applicable to: ALL

21-60-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 21-60-09A Cabin Temperature Selection on FAP*

21-60-10	Temperature Regulation Redundancy

Ident.: MI-21-60-00012388.0001001 / 13 APR 16
Applicable to: ALL

21-60-10A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 40 consecutive calendar days.

21-60-11	AFT Galley Heater

Ident.: MI-21-60-00020608.0001001 / 04 OCT 17
Applicable to: ALL

21-60-11A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(m) May be inoperative provided that it is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-21-42-XX-00ZZZ-560Z-A*

21-60-12	FWD Cargo Overheat Detection

Ident.: MI-21-60-00020609.0001001 / 13 APR 16
Applicable to: ALL

21-60-12A Both pack 1 control channels operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that both pack control channels of air conditioning pack 1 are operative.

Reference(s)

(o) *Refer to OpsProc 21-60-12A FWD Cargo Overheat Detection (all pack control channels operative)*

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21-60-12B FWD cargo trim air valve deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) (m) May be inoperative provided that the FWD cargo trim air valve is deactivated in the closed position.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 21-60-12B FWD Cargo Overheat Detection (FWD cargo trim air valve deactivated closed)*
(m) *Refer to Maintenance Procedure A350-A-21-62-45-01ZZZ-560Z-A*

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22-09-01 FUEL CG DATA DISAGREE < 13% Message

Ident.: MI-22-09-00020795.0001001 / 13 APR 16
Applicable to: ALL

22-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page.

22-09-02 FUEL CG DATA DISAGREE > 13% Message

Ident.: MI-22-09-00020796.0001001 / 13 APR 16
Applicable to: ALL

22-09-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(o) May be displayed on the DISPATCH page provided that CAT II/III operations are not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-09-02A FUEL CG DATA DISAGREE > 13% Message*

22-09-04 F/CTL PRIMs PIN PROG DISAGREE Message

Ident.: MI-22-09-00020809.0001001 / 13 APR 16
Applicable to: ALL

22-09-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(o) May be displayed on the DISPATCH page.

Reference(s)

(o) *Refer to OpsProc 22-09-04A F/CTL PRIMs PIN PROG DISAGREE Message*

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22-10-01 AP

Ident.: MI-22-10-00020814.0001001 / 01 DEC 23
Applicable to: ALL

22-10-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-10-01A AP (one inoperative)*

22-10-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**2**	**0**	**Yes**

(o) Both may be inoperative provided that:

1) AP/FD TCAS function is considered inoperative.
Refer to Item 22-10-10 AP/FD TCAS Mode

2) The flight crew is limited to 3 flight hours per scheduled flight day, and

3) CAT II/III operations are not allowed, and

4) Aircraft is not operated in RVSM airspace.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-10-01B AP (both inoperative)*

22-10-02 AP/FD

Ident.: MI-22-10-00017809.0001001 / 13 APR 16
Applicable to: ALL

22-10-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-10-02A AP/FD*

22-10-03 Sidesticks and Rudder Pedal Locking Devices in AP Mode

Ident.: MI-22-10-00017813.0001001 / 05 JAN 18
Applicable to: ALL

22-10-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

(o) One may be not locked when the AP is engaged provided that CAT II/III operations are not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-10-03A Sidesticks and Rudder Pedal Locking Devices in AP Mode (one inoperative)*

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22-10-03B Two or more inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**No**

(o) Two or more may be not locked provided that:
1) The AP is not used, and
2) CAT II/III operations are not allowed, and
3) Aircraft is not operated in RVSM airspace.

Note: ***Notify Dispatch.***

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-10-03B Sidesticks and Rudder Pedal Locking Devices in AP Mode (two or more inoperative)*

22-10-04	**AUTO LAND light**

Ident.: MI-22-10-00017815.0001001 / 13 APR 16
Applicable to: ALL

22-10-04A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that the other AUTO LAND light is checked operative.

Reference(s)

(o) *Refer to OpsProc 22-10-04A AUTO LAND light (one inoperative)*

22-10-04B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) Both may be inoperative provided that CAT II/III operations are not allowed.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 22-10-04B AUTO LAND light (both inoperative)*

22-10-05	LAND 3 DUAL Approach and Landing Capability

Ident.: MI-22-10-00020824.0001001 / 13 APR 16
Applicable to: ALL

22-10-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-10-05A LAND 3 DUAL Approach and Landing Capability*

22-10-06	LAND 3 SINGLE Approach and Landing Capability

Ident.: MI-22-10-00020825.0001001 / 13 APR 16
Applicable to: ALL

22-10-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that CAT III operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-10-06A LAND 3 SINGLE Approach and Landing Capability*

22-10-07 AUTOLAND Approach and Landing Capability

Ident.: MI-22-10-00020826.0001001 / 13 APR 16
Applicable to: ALL

22-10-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that CAT II/III operations are not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-10-07A AUTOLAND Approach and Landing Capability*

22-10-08 Automatic Roll Out Function

Ident.: MI-22-10-00017812.0001001 / 13 APR 16
Applicable to: ALL

22-10-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-10-08A Automatic Roll Out Function*

22-10-09 Go-Around Soft Function

Ident.: MI-22-10-00020827.0001001 / 27 SEP 19
Applicable to: ALL

22-10-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

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Reference(s)

(o) *Refer to OpsProc 22-10-09A Go-Around Soft Function*

22-10-10	AP/FD TCAS Mode

Ident.: MI-22-10-00020828.0001001 / 27 SEP 19
Applicable to: ALL

22-10-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-10A AP/FD TCAS Mode*

22-10-11	RNP AR Capability Downgraded

Ident.: MI-22-10-00020829.0001001 / 05 JAN 18
Applicable to: ALL

22-10-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be downgraded.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-10-11A RNP AR Capability Downgraded*

22-10-12 RNP AR Capability

Ident.: MI-22-10-00020830.0001001 / 05 JAN 18
Applicable to: ALL

22-10-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Note: ***Notify Dispatch.***

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-10-12A RNP AR Capability*

22-10-13 GLS AUTOLAND Approach and Landing Capability

Ident.: MI-22-10-00022725.0005001 / 13 APR 16
Applicable to: ALL

22-10-13A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that CAT II/III operations are not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-10-13A GLS AUTOLAND Approach and Landing Capability*

22-10-14 AUTO EMER DES Function

Ident.: MI-22-10-00024010.0001001 / 21 NOV 17
Applicable to: ALL

22-10-14A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-14A AUTO EMER DES Function*

22-10-15 EMER DESCENT pb

Ident.: MI-22-10-00024012.0001001 / 21 NOV 17
Applicable to: ALL

22-10-15A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-10-15A EMER DESCENT pb*

22-10-16 EMER DESCENT pb ARM light

Ident.: MI-22-10-00024014.0001001 / 21 NOV 17
Applicable to: ALL

22-10-16A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

22-30-01	Autothrust

Ident.: MI-22-30-00017872.0001001 / 13 APR 16
Applicable to: ALL

22-30-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:
1) ETOPS beyond 180 min is not conducted, and
2) All the thrust lever position sensors are checked operative, and
3) CAT III operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-30-01A Autothrust*

22-30-02	Autothrust Instinctive Disconnect pb

Ident.: MI-22-30-00017873.0001001 / 13 APR 16
Applicable to: ALL

22-30-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that the disconnection function of the autothrust is checked operative.

Reference(s)

(o) *Refer to OpsProc 22-30-02A Autothrust Instinctive Disconnect pb*

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22-60-01	Weight and Balance Backup Redundancy

Ident.: MI-22-60-00017874.0001001 / 13 APR 16
Applicable to: ALL

22-60-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

22-60-02	Reactive Windshear

Ident.: MI-22-60-00020831.0001001 / 13 APR 16
Applicable to: ALL

22-60-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-60-02A Reactive Windshear*

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22-70-01	Flight Management Computer

Ident.: MI-22-70-00012294.0001001 / 05 JAN 18
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

22-70-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

(o) One may be inoperative.

<u>Note:</u> ***Notify Dispatch.***

<u>Note:</u> *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-70-01A Flight Management Computer (one inoperative)*

22-70-01	Flight Management Computer

2 Ident.: MI-22-70-00012294.0002001 / 12 JAN 24
Applicable to: B-18919

3 22-70-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

(o) One may be inoperative.

<u>Note:</u> ***Notify Dispatch.***

<u>Note:</u> *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-70-01A Flight Management Computer (one inoperative)*

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4 **22-70-01B Two inoperative**

Repair interval	Nbr installed	Nbr required	Placard
B	**3**	**1**	**No**

(o) Two may be inoperative provided that:
1) Both ISIS are operative, and
2) The FMS selector is operative, and
3) RNAV/RNP operations may be affected.

Note: ***Notify Dispatch.***

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-70-01B Flight Management Computer (two inoperative)*

22-70-02	FMS selector

Ident.: MI-22-70-00012340.0001001 / 05 JAN 18
5 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

22-70-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:
1) All FMCs are operative, and
2) RNAV/RNP operations may be affected.

Note: ***Notify Dispatch.***

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-70-02A FMS selector*

22-70-02	FMS selector

6 Ident.: MI-22-70-00012340.0002001 / 12 JAN 24
Applicable to: B-18919

7 **22-70-02A All FMCs operative**

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:
1) All FMCs are operative, and
2) RNAV/RNP operations may be affected.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-70-02A FMS selector*

8 **22-70-02B Two FMCs operative**

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**Yes**

(o) May be inoperative provided that:
1) Two FMCs are operative, and
2) RNAV/RNP operations may be affected.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 22-70-02B FMS selector*

22-70-03 FMS Navigation Database

Ident.: MI-22-70-00012342.0001001 / 13 APR 16
Applicable to: ALL

22-70-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**3**	**0**	**No**

(o) May be out of date for 10 consecutive calendar days provided that:

1) The procedures of the out of date navigation database changed in the current navigation database are not used (the procedures not changed may be used), and

2) Alternate procedures are established and used, and

3) The current aeronautical information (e.g. charts) is used to check the database navigation fixes (the coordinates, frequencies, status (as applicable)), and suitability of navigation facilities required for the intended route.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-70-03A FMS Navigation Database*

22-80-01 AFS Control Panel

Ident.: MI-22-80-00017875.0001001 / 13 APR 16
Applicable to: ALL

22-80-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) May be inoperative for 3 consecutive calendar days.

Reference(s)

(o) *Refer to OpsProc 22-80-01A AFS Control Panel*

22-80-02 AFS Control Panel and the MFD FCU BKUP of the CAPT

Ident.: MI-22-80-00017876.0001001 / 13 APR 16
Applicable to: ALL

22-80-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**Yes**

(o) Both may be inoperative for 3 consecutive calendar days provided that:

1) The AUTO FLT AFS CTL PNL + F/O BKUP CTL message is not displayed on the DISPATCH page, and

2) The scroll wheel of one KCCU is operative.

Reference(s)

(o) *Refer to OpsProc 22-80-02A AFS Control Panel and the MFD FCU BKUP of the CAPT*

22-80-03 AFS Control Panel and the MFD FCU BKUP of the F/O

Ident.: MI-22-80-00017877.0001001 / 13 APR 16
Applicable to: ALL

22-80-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**Yes**

(o) Both may be inoperative for 3 consecutive calendar days provided that:
1) The AUTO FLT AFS CTL PNL + CAPT BKUP CTL message is not displayed on the DISPATCH page, and
2) The scroll wheel of one KCCU is operative.

Reference(s)

(o) *Refer to OpsProc 22-80-03A AFS Control Panel and the MFD FCU BKUP of the F/O*

22-80-04 AFS Control Panel AP pb

Ident.: MI-22-80-00017878.0001001 / 13 APR 16
Applicable to: ALL

22-80-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that:
1) The approach and landing capability refer to operational procedures, and
2) Aircraft is not operated in RVSM airspace when no AP can engage.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 22-80-04A AFS Control Panel AP pb*

22-80-05	AFS Control Panel A/THR pb

Ident.: MI-22-80-00017879.0001001 / 13 APR 16
Applicable to: ALL

22-80-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-80-05A AFS Control Panel A/THR pb*

22-80-06	AFS Control Panel FD pb

Ident.: MI-22-80-00017880.0001001 / 13 APR 16
Applicable to: ALL

22-80-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the AFS backup function is checked operative on one MFD FCU BKUP.

Reference(s)

(o) *Refer to OpsProc 22-80-06A AFS Control Panel FD pb*

22-80-07	AFS Control Panel LOC pb

Ident.: MI-22-80-00017881.0001001 / 13 APR 16
Applicable to: ALL

22-80-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

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Reference(s)

(o) *Refer to OpsProc 22-80-07A AFS Control Panel LOC pb*

22-80-08	AFS Control Panel ALT pb

Ident.: MI-22-80-00017882.0001001 / 13 APR 16
Applicable to: ALL

22-80-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-80-08A AFS Control Panel ALT pb*

22-80-09	AFS Control Panel APPR pb

Ident.: MI-22-80-00017883.0001001 / 13 APR 16
Applicable to: ALL

22-80-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-80-09A AFS Control Panel APPR pb*

22-80-10	AFS Control Panel Heading/Track Selection knob

Ident.: MI-22-80-00017884.0001001 / 13 APR 16
Applicable to: ALL

22-80-10A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) May be inoperative for 10 consecutive calendar days provided that:
1) The AFS backup function is checked operative on one MFD FCU BKUP, and
2) The scroll wheel of one KCCU is operative.

Reference(s)

(o) *Refer to OpsProc 22-80-10A AFS Control Panel Heading/Track Selection knob*

22-80-11	AFS Control Panel Speed Selection knob

Ident.: MI-22-80-00017888.0001001 / 13 APR 16
Applicable to: ALL

22-80-11A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) May be inoperative for 10 consecutive calendar days provided that:
1) The AFS backup function is checked operative on one MFD FCU BKUP, and
2) The scroll wheel of one KCCU is operative.

Reference(s)

(o) *Refer to OpsProc 22-80-11A AFS Control Panel Speed Selection knob*

22-80-12 AFS Control Panel Altitude Selection knob

Ident.: MI-22-80-00017908.0001001 / 13 APR 16
Applicable to: ALL

22-80-12A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) May be inoperative for 10 consecutive calendar days provided that:
1) The AFS backup function is checked operative on one MFD FCU BKUP, and
2) The scroll wheel of one KCCU is operative.

Reference(s)

(o) *Refer to OpsProc 22-80-12A AFS Control Panel Altitude Selection knob*

22-80-13 AFS Control Panel V/S FPA Selection knob

Ident.: MI-22-80-00017910.0001001 / 13 APR 16
Applicable to: ALL

22-80-13A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) May be inoperative for 10 consecutive calendar days provided that the AFS backup function is checked operative on one MFD FCU BKUP.

Reference(s)

(o) *Refer to OpsProc 22-80-13A AFS Control Panel V/S FPA Selection knob*

22-80-14 AFS Control Panel Selection Windows

Ident.: MI-22-80-00017911.0001001 / 13 APR 16
Applicable to: ALL

22-80-14A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

(o) One or more may be inoperative.

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Reference(s)

(o) *Refer to OpsProc 22-80-14A AFS Control Panel Selection Windows*

22-80-15	AFS Control Panel HDG-V/S/TRK-FPA pb

Ident.: MI-22-80-00017923.0001001 / 13 APR 16
Applicable to: ALL

22-80-15A One MFD FCU BKUP operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the AFS backup function is checked operative on one MFD FCU BKUP.

Reference(s)

(o) *Refer to OpsProc 22-80-15A AFS Control Panel HDG-V/S / TRK-FPA pb*

22-80-15B Both MFD FCU BKUP inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the reference is HDG-V/S in the selection windows.

22-80-16	AFS Control Panel MACH/SPD pb

Ident.: MI-22-80-00017925.0001001 / 13 APR 16
Applicable to: ALL

22-80-16A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the speed reference is SPD in the SPD/MACH selection window at takeoff.

22-80-17	AFS Control Panel METER pb

Ident.: MI-22-80-00017926.0001001 / 13 APR 16
Applicable to: ALL

22-80-17A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-80-17A AFS Control Panel METER pb*

22-80-18	AFS Control Panel TRUE/MAG pb

Ident.: MI-22-80-00017929.0001001 / 13 APR 16
Applicable to: ALL

22-80-18A One MFD FCU BKUP operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the AFS function is checked operative on one MFD FCU BKUP.

Reference(s)

(o) *Refer to OpsProc 22-80-18A AFS Control Panel TRUE/MAG pb*

22-80-18B Both MFD FCU BKUP inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the reference is MAG in the heading selection window.

22-80-19	AFS Control Panel PB light bars

Ident.: MI-22-80-00017935.0001001 / 13 APR 16
Applicable to: ALL

22-80-19A

Repair interval	Nbr installed	Nbr required	Placard
D	**7**	**0**	**No**

One or more may be inoperative.

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22-81-01	EFIS Control Panel

Ident.: MI-22-81-00017941.0001001 / 13 APR 16
Applicable to: ALL

22-81-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-81-01A EFIS Control Panel*

22-81-02	EFIS Control Panel Barometric Reference Display Window

Ident.: MI-22-81-00017944.0001001 / 13 APR 16
Applicable to: ALL

22-81-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-81-02A EFIS Control Panel Barometric Reference Display Window*

22-81-03	EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector

Ident.: MI-22-81-00017945.0001001 / 06 JUL 18
Applicable to: ALL

22-81-03A Associated MFD FCU BKUP operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that the EFIS backup function is checked operative on the associated MFD FCU BKUP.

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Reference(s)

(o) *Refer to OpsProc 22-81-03A EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector (MFD FCU BKUP operative)*

22-81-03B Associated MFD FCU BKUP inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that alternate procedures are established and used.

Reference(s)

(o) *Refer to OpsProc 22-81-03B EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector (MFD FCU BKUP inoperative)*

22-81-04	**EFIS Control Panel Inner knob of Barometric Reference selector**

Ident.: MI-22-81-00017958.0001001 / 13 APR 16
Applicable to: ALL

22-81-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that the EFIS backup function is checked operative on the associated MFD FCU BKUP.

Reference(s)

(o) *Refer to OpsProc 22-81-04A EFIS Control Panel Inner Knob of Barometric Reference selector*

22-81-05	EFIS Control Panel ND Range selector

Ident.: MI-22-81-00017963.0001001 / 13 APR 16
Applicable to: ALL

22-81-05A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-81-05A EFIS Control Panel ND Range selector (one inoperative)*

22-81-05B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) Both may be inoperative provided that the EFIS backup function is checked operative on one MFD FCU BKUP.

Reference(s)

(o) *Refer to OpsProc 22-81-05B EFIS Control Panel ND Range selector (both inoperative)*

22-81-06	EFIS Control Panel ND Mode selector

Ident.: MI-22-81-00017964.0001001 / 13 APR 16
Applicable to: ALL

22-81-06A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-81-06A EFIS Control Panel ND Mode selector (one inoperative)*

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22-81-06B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) Both may be inoperative provided that the EFIS backup function is checked operative on one MFD FCU BKUP.

Reference(s)

(o) *Refer to OpsProc 22-81-06B EFIS Control Panel ND Mode selector (both inoperative)*

22-81-07 EFIS Control Panel VV pb

Ident.: MI-22-81-00017965.0001001 / 13 APR 16
Applicable to: ALL

22-81-07A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-81-07A EFIS Control Panel VV pb*

22-81-08 EFIS Control Panel LS pb

Ident.: MI-22-81-00017967.0001001 / 13 APR 16
Applicable to: ALL

22-81-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-81-08A EFIS Control Panel LS pb*

22-81-09	EFIS Control Panel TAXI pb

1 Ident.: MI-22-81-00011643.0001001 / 30 APR 14
Applicable to: B-18919

22-81-09A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 22-81-09A EFIS Control Panel TAXI pb*

22-81-10	EFIS Control Panel ND Data Window

Ident.: MI-22-81-00017971.0002001 / 13 APR 16
Applicable to: ALL

22-81-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**20**	**0**	**Yes**

One or more may be inoperative.

22-81-11	EFIS Control Panel (CSTR, WPT, VORD, NDB, ARPT, VOR1/ADF1, TERR, TRAF,VOR2) pb

Ident.: MI-22-81-00018033.0003001 / 13 APR 16
Applicable to: ALL

22-81-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**18**	**0**	**Yes**

(o) One or more may be inoperative.

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Reference(s)

(o) *Refer to OpsProc 22-81-11A EFIS Control Panel (CSTR, WPT, VORD, NDB, ARPT, VOR, TERR, TRAF) pb*

22-81-12	**EFIS Control Panel WX pb**

Ident.: MI-22-81-00018035.0001001 / 13 APR 16
Applicable to: ALL

22-81-12A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative.

22-81-12B Both inoperative and one MFD FCU BKUP operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) Both may be inoperative provided that one EFIS backup function is checked operative on one MFD FCU BKUP.

Reference(s)

(o) *Refer to OpsProc 22-81-12B EFIS Control Panel WX pb*

22-81-12C Both inoperative and both MFD FCU BKUP inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

Both may be inoperative provided that the weather radar is considered inoperative.
Refer to Item 34-71-08B Weather Radar.

22-81-13 EFIS Control Panel pb light Bars

Ident.: MI-22-81-00018039.0001001 / 13 APR 16
Applicable to: ALL

22-81-13A

Repair interval	Nbr installed	Nbr required	Placard
D	**26**	**0**	**No**

One or more may be inoperative.

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22-82-01 MFD FCU BKUP

Ident.: MI-22-82-00018041.0001001 / 13 APR 16
Applicable to: ALL

22-82-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**Yes**

One may be inoperative.

22-82-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

Both may be inoperative.

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23-01-01 ERASE pb

Ident.: MI-23-01-00011695.0001001 / 13 APR 16
Applicable to: ALL

23-01-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

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23-02-01 GND HF DATALINK pb-sw OVRD light

Ident.: MI-23-02-00021119.0001001 / 13 APR 16
Applicable to: ALL

23-02-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

23-02-31 GND HF DATALINK pb-sw

Ident.: MI-23-02-00021123.0002001 / 13 APR 16
Applicable to: ALL

23-02-31A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

(o) May be inoperative provided that:
1) The HF1 and HF2 are set to VOICE mode on ground, and
2) The HF1 and HF2 are not used during refuel, defuel or ground fuel transfer.

Reference(s)

(o) *Refer to OpsProc 23-02-31A GND HF DATALINK pb-sw*

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23-11-01 HF Voice

Ident.: MI-23-11-00014324.0002001 / 06 JUL 18
Applicable to: ALL

23-11-01A One HF inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that SATCOM voice or SATCOM datalink is operative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 23-11-01A HF Voice (one inoperative)*

23-11-01B One HF and SATCOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that ETOPS beyond 180 minutes is not conducted.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 23-11-01B HF Voice (one inoperative and SATCOM inoperative)*

23-11-01C Both HF inoperative and SATCOM operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both may be inoperative provided that:
1) ETOPS beyond 180 minutes is not conducted, and
2) The SATCOM voice or SATCOM datalink is operative, and
3) HF is not required for the intended route, and
4) Polar operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 23-11-01C HF Voice (HF voice inoperative and SATCOM operative)*

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23-11-01D Both HF inoperative and SATCOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both may be inoperative provided that:

1) ETOPS beyond 180 minutes is not conducted, and
2) The aircraft is operated within VHF coverage, and
3) HF is not required for the intended route, and
4) Polar operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 23-11-01D HF Voice (HF voice inoperative and SATCOM inoperative)*

23-11-02	HF Datalink

Ident.: MI-23-11-00011760.0002001 / 13 APR 16
Applicable to: ALL

23-11-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

One or both may be inoperative.

23-12-01	VHF Voice

Ident.: MI-23-12-00011761.0001001 / 13 APR 16
Applicable to: ALL

23-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

One may be inoperative provided that the COM VHF EMER SUPPLY message is not displayed on the DISPATCH page.

Note: ***Notify Dispatch.***

23-12-02	VHF 3 Datalink

Ident.: MI-23-12-00011762.0001001 / 06 JUL 18
Applicable to: ALL

23-12-02A Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that procedures do not require ATC datalink.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 23-12-02A VHF 3 Datalink (procedures do not require ATC datalink)*

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23-12-02B Procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that one or both HF are operative and used for ATC communication.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Note: *The required number of HF is depended on:*

- *One HF is operative when SATCOM datalink is operative.*
- *Both HF are operative when SATCOM datalink is inoperative.*

Reference(s)

(o) *Refer to OpsProc 23-12-02B VHF 3 Datalink (procedures require ATC datalink)*

23-12-03	**VHF Emergency Redundancy**

Ident.: MI-23-12-00021129.0001001 / 13 APR 16
Applicable to: ALL

23-12-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 120 consecutive calendar days.

23-21-01	Datalink

Ident.: MI-23-21-00011763.0001001 / 06 JUL 18
Applicable to: ALL

23-21-01A Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that procedures do not require the use of the ATC datalink.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 23-21-01A Datalink (procedures do not require ATC datalink)*

23-21-01B Procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that both HF are operative and used for ATC communication.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 23-21-01B Datalink (procedures require ATC datalink)*

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23-28-01	SATCOM

Ident.: MI-23-28-00011692.0002001 / 06 JUL 18
Applicable to: ALL

23-28-01A Procedures do not require SATCOM datalink

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that:
1) ETOPS beyond 180 min is not conducted, and
2) Procedures do not require the use of the SATCOM datalink.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 23-28-01A SATCOM (procedures do not require SATCOM datalink)*

23-28-01B Procedures require SATCOM datalink

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) ETOPS beyond 180 min is not conducted, and
2) Both HF are operative and used for ATC communication..

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 23-28-01B SATCOM (procedures require SATCOM datalink)*

23-28-02 SATCOM Voice

Ident.: MI-23-28-00011693.0002001 / 06 JUL 18
Applicable to: ALL

23-28-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 23-28-02A SATCOM Voice*

23-28-03 SATCOM Datalink

Ident.: MI-23-28-00011752.0001001 / 06 JUL 18
Applicable to: ALL

23-28-03A Procedures do not require SATCOM datalink

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that procedures do not require the use of the SATCOM datalink.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 23-28-03A SATCOM Datalink (procedures do not require SATCOM datalink)*

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23-28-03B Procedures require SATCOM datalink

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that both HF are operative and used for ATC communication.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 23-28-03B SATCOM Datalink (procedures require SATCOM datalink)*

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23-51-01 SELCAL Function

Ident.: MI-23-51-00011732.0001001 / 13 APR 16
Applicable to: ALL

23-51-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

Note: ***Notify Dispatch.***

23-51-02 MECH Interphone Function

Ident.: MI-23-51-00011734.0001001 / 13 APR 16
Applicable to: ALL

23-51-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 23-51-02A MECH Interphone Function*

23-51-03 Ground External Horn

Ident.: MI-23-51-00011736.0001001 / 13 APR 16
Applicable to: ALL

23-51-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:

1) The APU condition is continuously monitored in the cockpit during APU operation on ground, and

2) The avionics ventilation is continuously monitored in the cockpit when the aircraft is electrically supplied on ground.

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Reference(s)

(o) *Refer to OpsProc 23-51-03A Ground External Horn*

23-51-04	Captain Audio Function

Ident.: MI-23-51-00011738.0001001 / 13 APR 16
Applicable to: ALL

23-51-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) RMP 1 is set to OFF, and
2) RMP 3 is operative and is used by the captain.

Reference(s)

(o) *Refer to OpsProc 23-51-04A Captain Audio Function*

23-51-05	First Officer Audio Function

Ident.: MI-23-51-00011740.0001001 / 13 APR 16
Applicable to: ALL

23-51-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) RMP 2 is set to OFF, and
2) RMP 3 is operative and is used by the first officer.

Reference(s)

(o) *Refer to OpsProc 23-51-05A First Officer Audio Function*

23-51-06	Third Occupant Audio Function

Ident.: MI-23-51-00011742.0001001 / 13 APR 16
Applicable to: ALL

23-51-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that RMP 3 is operative when third occupant is occupied.

Note: ***Notify Dispatch.***

23-51-07	Cockpit Loudspeaker

Ident.: MI-23-51-00011743.0001001 / 13 APR 16
Applicable to: ALL

23-51-07A One or two inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**Yes**

One or two may be inoperative.

23-51-07B Three or four inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

(o) Three or four may be inoperative provided that the captain and the first officer wear a boomset for the entire flight.

Reference(s)

(o) *Refer to OpsProc 23-51-07B Cockpit Loudspeaker*

23-51-08	Headset/Boomset

Ident.: MI-23-51-00011745.0002001 / 07 JUL 23
Applicable to: ALL

23-51-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**–**	**Yes**

One headset/boomset (headset with boom microphone) must be operative for each crewmember on duty.

23-51-09	Hand Microphone

Ident.: MI-23-51-00011746.0001001 / 13 APR 16
Applicable to: ALL

23-51-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more may be inoperative or missing or removed provided that the associated Boomset is operative normally.

23-51-10	Sidestick PTT sw

Ident.: MI-23-51-00011747.0001001 / 13 APR 16
Applicable to: ALL

23-51-10A Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative in the open (non-transmitting) position provided that the INT/RAD sw on the associated RMP is operative.

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23-51-10B Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(m) One or both may be inoperative provided that:
- **1)** The INT/RAD sw on the associated RMP is operative, and
- **2)** The affected sidestick PTT sw is deactivated in the open position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-23-51-XX-00ZZZ-560Z-A*

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23-52-01	RMP

Ident.: MI-23-52-00011750.0001001 / 13 APR 16
Applicable to: ALL

23-52-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**Yes**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 23-52-01A RMP*

23-52-02	RMP Key

Ident.: MI-23-52-00011753.0001001 / 13 APR 16
Applicable to: ALL

23-52-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**90**	**–**	**Yes**

One or more may be inoperative.

23-52-03	RMP Reception Knob

Ident.: MI-23-52-00011754.0001001 / 13 APR 16
Applicable to: ALL

23-52-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**36**	**–**	**Yes**

One or more may be inoperative.

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23-71-01 CVR

Ident.: MI-23-71-00011696.0001001 / 01 JUL 22
Applicable to: ALL

23-71-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

May be inoperative for 8 flights or 3 consecutive calendar days, whichever occurs first provided that the Digital Flight Data Recorder (DFDR) is operative.

Note: ***Notify Dispatch.***

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23-75-01 Taxiing Aid Camera

1 Ident.: MI-23-75-00011620.0001001 / 09 DEC 13
Applicable to: B-18919

23-75-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

One or both may be inoperative.

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24-01-01 APU GEN pb-sw FAULT light

Ident.: MI-24-01-00016394.0001001 / 13 APR 16
Applicable to: ALL

24-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

24-01-02 APU GEN pb-sw OFF light

Ident.: MI-24-01-00016396.0001001 / 13 APR 16
Applicable to: ALL

24-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

24-01-03 BAT 1(2)(EMER 1(2)) pb-sw FAULT light

Ident.: MI-24-01-00016398.0001001 / 13 APR 16
Applicable to: ALL

24-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

24-01-04 BAT 1(2)(EMER 1(2)) pb-sw OFF light

Ident.: MI-24-01-00016399.0001001 / 13 APR 16
Applicable to: ALL

24-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

24-01-05 BUS TIE pb-sw OFF light

Ident.: MI-24-01-00016400.0001001 / 13 APR 16
Applicable to: ALL

24-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

24-01-06 COMMERCIAL 1(2) pb-sw OFF light

Ident.: MI-24-01-00016402.0001001 / 13 APR 16
Applicable to: ALL

24-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

24-01-07	DRIVE 1A(1B)(2A)(2B) pb FAULT light

Ident.: MI-24-01-00016403.0001001 / 13 APR 16
Applicable to: ALL

24-01-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

24-01-08	DRIVE 1A(1B)(2A)(2B) pb DISC light

Ident.: MI-24-01-00016404.0001001 / 13 APR 16
Applicable to: ALL

24-01-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

24-01-09	ELM pb-sw FAULT light

Ident.: MI-24-01-00016405.0001001 / 13 APR 16
Applicable to: ALL

24-01-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

24-01-10 ELM pb-sw OFF light

Ident.: MI-24-01-00016406.0001001 / 13 APR 16
Applicable to: ALL

24-01-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

24-01-11 EXT 1(2) pb AVAIL light

Ident.: MI-24-01-00016407.0001001 / 13 APR 16
Applicable to: ALL

24-01-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 24-01-11A EXT 1(2) pb AVAIL light*

24-01-12 EXT 1(2) pb AUTO light

Ident.: MI-24-01-00016408.0002001 / 13 JAN 16
Applicable to: ALL

24-01-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

24-01-13	GALLEY pb-sw OFF light

Ident.: MI-24-01-00016409.0001001 / 13 APR 16
Applicable to: ALL

24-01-13A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

24-01-14	GEN 1A(1B)(2A)(2B) pb-sw FAULT light

Ident.: MI-24-01-00016395.0001001 / 13 APR 16
Applicable to: ALL

24-01-14A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

24-01-15	GEN 1A(1B)(2A)(2B) pb-sw OFF light

Ident.: MI-24-01-00016397.0001001 / 13 APR 16
Applicable to: ALL

24-01-15A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

24-01-16 PAX SYS pb-sw ISOL light

Ident.: MI-24-01-00016411.0001001 / 12 JUL 16
Applicable to: ALL

24-01-16A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

24-01-17 PAX SYS pb-sw OFF light

Ident.: MI-24-01-00016412.0001001 / 13 APR 16
Applicable to: ALL

24-01-17A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

24-01-18 SIDE 1&2 pb-sw ISOL light

Ident.: MI-24-01-00016414.0001001 / 13 APR 16
Applicable to: ALL

24-01-18A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

24-01-31	BUS TIE pb-sw

Ident.: MI-24-01-00016401.0001001 / 13 APR 16
Applicable to: ALL

24-01-31A OFF position inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

The OFF position of the BUS TIE pb-sw may be inoperative provided that all the AC main generations are operative.

24-01-31B AUTO position inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) The AUTO position of the BUS TIE pb-sw may be inoperative provided that:
1) All the AC main generations are operative, and
2) ETOPS is not conducted.

<u>Note:</u> ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 24-01-31B BUS TIE pb-sw*

24-01-32	GALLEY pb-sw

Ident.: MI-24-01-00016410.0001001 / 13 APR 16
Applicable to: ALL

24-01-32A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 24-01-32A GALLEY pb-sw*

24-01-33	PAX SYS pb-sw

Ident.: MI-24-01-00016413.0001001 / 13 APR 16
Applicable to: ALL

24-01-33A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 24-01-33A PAX SYS pb-sw*

24-03-01 EMER GEN FAULT light

Ident.: MI-24-03-00016417.0001001 / 13 APR 16
Applicable to: ALL

24-03-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

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24-04-01-01 BAT 1(2) Voltage Indication

Ident.: MI-24-04-01-00016685.0001001 / 13 APR 16
Applicable to: ALL

24-04-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 24-04-01-01A BAT 1(2) Voltage Indication*

24-04-01-02 BAT EMER 1(2) Voltage Indication

Ident.: MI-24-04-01-00016687.0001001 / 13 APR 16
Applicable to: ALL

24-04-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) (m) One or both may be inoperative provided that the charge of the affected emergency battery is checked before each flight.

Reference(s)

(o) *Refer to OpsProc 24-04-01-02A BAT EMER 1(2) Voltage Indication*
(m) *Refer to Maintenance Procedure A350-A-24-38-XX-00ZZZ-560Z-A*

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24-04-02-01	REMOTE C/B CTL pb-sw ON light

Ident.: MI-24-04-02-00016691.0001001 / 13 APR 16
Applicable to: ALL

24-04-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

Intentionally left blank

24-04-03-01	TOWING ON BAT POWER pb ON light

Ident.: MI-24-04-03-00016692.0001001 / 13 APR 16
Applicable to: ALL

24-04-03-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

24-04-03-31	TOWING ON BAT POWER pb

Ident.: MI-24-04-03-00016712.0001001 / 13 APR 16
Applicable to: ALL

24-04-03-31A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

Intentionally left blank

24-07-01	APU GEN Indications on the ELEC AC SD page

Ident.: MI-24-07-00017486.0001001 / 13 APR 16
Applicable to: ALL

24-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**No**

One or more indications (load, voltage, frequency) of the APU GEN may be inoperative on the ELEC AC SD page.

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24-09-01	ELEC BOTH RAT HEATERS ON Message

Ident.: MI-24-09-00016690.0001001 / 30 MAR 18
Applicable to: ALL

24-09-01A Both RAT heaters remains on

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page for 5 flights.

24-09-01B One RAT heater deactivated

Repair interval	Nbr installed	Nbr required	Placard
D	**N/A**	**N/A**	**No**

(m) May be displayed on the DISPATCH page provided that one rat heater is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-24-71-32-02ZZZ-560Z-A*

24-09-02	ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED Message

Ident.: MI-24-09-00016701.0001001 / 13 APR 16
Applicable to: ALL

24-09-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(o) On each engine, one may be displayed on the DISPATCH page for 35 flight hours provided that:

1) The affected drive is disconnected, and

2) The associated AC main generation is considered inoperative.
Refer to Item 24-22-01 AC Main Generation - Drive

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 24-09-02A ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED Message*

24-09-03 ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO Message

Ident.: MI-24-09-00016700.0001001 / 13 APR 16
Applicable to: ALL

24-09-03A Oil level checked adequate

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(m) All may be displayed provided that the oil level of the affected VFG is checked adequate before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-24-22-51-04ZZZ-560Z-A*

24-09-03B Drive not disconnected

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page for 1 flight.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

24-09-03C Drive disconnected

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(o) On each engine, one may be displayed on the DISPATCH page for 35 flight hours provided that:
1) The affected drive is disconnected, and
2) The associated AC main generation is considered inoperative.
Refer to Item 24-22-01 AC Main Generation - Drive

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 24-09-03C ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO Message*

24-22-01	AC Main Generation - Drive

Ident.: MI-24-22-00016698.0001001 / 07 JUL 23
Applicable to: ALL

24-22-01A One inoperative and associated drive disconnected

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**3**	**Yes**

(o) One may be inoperative for 35 flight hours provided that:

1) The affected drive is checked disconnected, and

2) At least one AC main generation on each engine have no message displayed on the DISPATCH page, and

3) For ETOPS, the APU and AC auxiliary generation are operative, and

4) For ETOPS, the APU OIL FILTER message is not displayed on the DISPATCH page, and

5) For ETOPS, the OIL LEVEL LO indication is not displayed on the APU SD page.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 24-22-01A AC Main Generation - Drive (one inoperative)*

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24-22-01B Two inoperative: one drive disconnected and one drive not disconnected

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**2**	**Yes**

(o) One may be inoperative on each engine for 35 flight hours provided that:

1) One of the affected drive is not disconnected and the associated GEN 1A(2A)(2B) pb-sw is set to OFF, and
2) The AC main generation 1B is operative, and
3) The other affected drive is checked disconnected, and
4) There is no message displayed on the DISPATCH page for the operative AC main generation, and
5) The APU GEN pb-sw is set to OFF for landing and takeoff, and
6) For ETOPS, the APU is operative and used in the ETOPS sector, and
7) For ETOPS, the AC auxiliary generation is operative and used in the ETOPS sector, and
8) For ETOPS, the APU OIL FILTER message is not displayed on the DISPATCH page, and
9) For ETOPS, the OIL LEVEL LO indication is not displayed on the APU SD page.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 24-22-01B AC Main Generation - Drive (two inoperative: one drive disconnected and one drive not disconnected)*

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24-22-01C Two inoperative and associated drives disconnected

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**2**	**Yes**

(o) One may be inoperative on each engine for 35 flight hours provided that:

1) Both affected drives are checked disconnected, and
2) The AC main generation 1B is operative, and
3) There is no message displayed on the DISPATCH page for the operative AC main generation, and
4) The APU GEN pb-sw is set to OFF for landing and takeoff, and
5) For ETOPS, the APU is operative and used in the ETOPS sector, and
6) For ETOPS, the AC auxiliary generation is operative and used in the ETOPS sector, and
7) For ETOPS, the APU OIL FILTER message is not displayed on the DISPATCH page, and
8) For ETOPS, the OIL LEVEL LO indication is not displayed on the APU SD page.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 24-22-01C AC Main Generation - Drive (two inoperative and associated drives disconnected)*

24-22-02 AC Main Generation - Generator

Ident.: MI-24-22-00016699.0001001 / 19 DEC 16
Applicable to: ALL

24-22-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**3**	**Yes**

(o) One may be inoperative provided that:

1) The associated drive is not disconnected, and
2) The associated GEN 1A(1B)(2A)(2B) pb-sw is set to OFF, and
3) At least one AC main generation on each engine have no message displayed on the DISPATCH page, and
4) For ETOPS, the APU and AC auxiliary generation are operative, and
5) For ETOPS, the APU OIL FILTER message is not displayed on the DISPATCH page, and
6) For ETOPS, the OIL LEVEL LO indication is not displayed on the APU SD page.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 24-22-02A AC Main Generation - Generator (one inoperative)*

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24-22-02B Two inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**Yes**

(o) One may be inoperative on each engine provided that:

1) The associated drives are not disconnected, and
2) The AC main generation 1B is operative, and
3) The associated GEN 1A(2A)(2B) pb-sw are set to OFF, and
4) There is no message displayed on the DISPATCH page for the operative AC main generation, and
5) The APU GEN pb-sw is set to OFF for takeoff and landing, and
6) For ETOPS, the APU is operative and used in the ETOPS sector, and
7) For ETOPS, the AC auxiliary generation is operative and used in the ETOPS sector, and
8) For ETOPS, the APU OIL FILTER message is not displayed on the DISPATCH page, and
9) For ETOPS, the OIL LEVEL LO indication is not displayed on the APU SD page.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 24-22-02B AC Main Generation - Generator (two inoperative)*

24-22-03	Drive Oil Filter Monitoring

Ident.: MI-24-22-00016696.0001001 / 13 APR 16
Applicable to: ALL

24-22-03A No check of the drive oil filter

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**2**	**No**

One may be inoperative on each engine for 3 flights.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

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24-22-03B Check of the drive oil filter

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

(m) One may be inoperative on each engine provided that the associated oil filter is checked and does not reveal the presence of chips.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-24-22-51-03ZZZ-560Z-A*

24-22-04	Drive Oil Level Monitoring

Ident.: MI-24-22-00016702.0001001 / 13 APR 16
Applicable to: ALL

24-22-04A No check of the drive oil level

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**2**	**No**

One may be inoperative on each engine for 3 flights.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

24-22-04B Check of the drive oil level

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

(m) Two may be inoperative provided that the sight glass of the affected AC main generation shows a correct oil level.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-24-22-51-00ZZZ-560Z-A*

24-22-06	Drive Oil Temperature Monitoring

Ident.: MI-24-22-00025791.0001001 / 12 AUG 21
Applicable to: ALL

24-22-06A

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**2**	**No**

One may be inoperative on each engine for 10 consecutive calendar days.

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24-23-01 AC Auxiliary Generation

Ident.: MI-24-23-00017080.0001001 / 13 APR 16
Applicable to: ALL

24-23-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 24-23-01A AC Auxiliary Generation*

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24-24-01 RAT Shedding Redundancy

Ident.: MI-24-24-00016711.0001001 / 13 APR 16
Applicable to: ALL

24-24-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

24-24-03 RAT Stow Switch

Ident.: MI-24-24-00024870.0001001 / 05 SEP 19
Applicable to: ALL

24-24-03A

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) **(m)** May be inoperative provided that:
1) The air conditioning pack 2 is operative, and
2) The ground movement surfaces and departure runway are dry or damp, and
3) There is no precipitation during taxi and takeoff, and
4) The RAT extension and retraction are checked operative before each flight, and
5) The RAT generator is heated before each flight.

Reference(s)

(o) *Refer to OpsProc 24-24-03A RAT Stow Switch*
(m) *Refer to Maintenance Procedure A350-A-24-24-XX-04ZZZ-560Z-A*

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24-36-01 Battery 1

Ident.: MI-24-36-00016688.0001001 / 13 APR 16
Applicable to: ALL

24-36-01A AC main generations 2A and 2B operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that AC main generations 2A and 2B are operative.

Reference(s)

(o) *Refer to OpsProc 24-36-01A Battery 1 (AC main generations 2A and 2B operative)*

24-36-01B AC main generations 2A(2B) inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that, for ETOPS, the APU is operative and used in the ETOPS sector.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 24-36-01B Battery 1 (AC main generation 2A or 2B inoperative)*

24-36-02 Battery 2

Ident.: MI-24-36-00016689.0001001 / 11 MAR 22
Applicable to: ALL

24-36-02A AC main generations 2A and 2B operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:
1) AC main generations 2A and 2B are operative, and
2) The IR 2 is considered inoperative.
Refer to Item 34-12-02 IR

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 24-36-02A Battery 2 (AC main generations 2A and 2B operative)*

24-36-02B AC main generations 2A(2B) inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:

1) For ETOPS, the APU is operative and used in the ETOPS sector, and

2) The IR 2 is considered inoperative.

Refer to Item 34-12-02 IR

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 24-36-02B Battery 2 (AC main generation 2A or 2B inoperative)*

24-36-03	**Left Exterior Battery Exhaust Indicator (Yellow Disc)**

Ident.: MI-24-36-00024242.0001001 / 04 MAY 17

1 **Applicable to: B-18917**

24-36-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be missing or damaged provided that the normal battery 1 is operative.

24-36-04	Right Exterior Battery Exhaust Indicator (Yellow Disc)

Ident.: MI-24-36-00024243.0001001 / 04 MAY 17
2 **Applicable to: B-18917**

24-36-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be missing or damaged provided that the normal battery 2 is operative.

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24-41-01	EXT PWR 1(2) AVAIL light on the External Power Panel

Ident.: MI-24-41-00016694.0001001 / 13 APR 16
Applicable to: ALL

24-41-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

One or both may be inoperative.

24-41-02	EXT PWR 1(2) NOT IN USE light on the External Power Panel

Ident.: MI-24-41-00016697.0001001 / 13 APR 16
Applicable to: ALL

24-41-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that the use of the affected external power is coordinated between the ground and the cockpit.

Reference(s)

(o) *Refer to OpsProc 24-41-02A EXT PWR 1(2) NOT IN USE light on the External Power Panel*

24-41-03	External Power Control and Receptacle

Ident.: MI-24-41-00016709.0001001 / 09 JAN 20
Applicable to: ALL

24-41-03A External Power 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**Yes**

(m) External power 1 may be inoperative provided that:
1) Receptacle 1 is visually inspected, placarded inoperative and not used, and
2) EXT 1 pb is placarded inoperative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-24-41-51-00ZZZ-560Z-A*

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24-41-03B External Power 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) (m) External power 2 may be inoperative provided that:
- **1)** Receptacle 2 is visually inspected, placarded inoperative and not used, and
- **2)** EXT 2 pb is placarded inoperative.

Reference(s)

(o) *Refer to OpsProc 24-41-03B External Power Control and Receptacle (external power 2 inoperative)*
(m) *Refer to Maintenance Procedure A350-A-24-41-51-00ZZZ-560Z-A*

24-41-03C Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) (m) Both may be inoperative provided that:
- **1)** Both receptacles are visually inspected, placarded inoperative and not used and
- **2)** Both EXT pb are placarded inoperative.

Reference(s)

(o) *Refer to OpsProc 24-41-03C External Power Control and Receptacle (both inoperative)*
(m) *Refer to Maintenance Procedure A350-A-24-41-51-00ZZZ-560Z-A*

24-51-01	Auto Transformer Unit 1A(1B)(2A)(2B)

Ident.: MI-24-51-00016686.0001001 / 13 APR 16
Applicable to: ALL

24-51-01A External power receptacle 2 operative

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

One may be inoperative on one or both electrical sides provided that the external power receptacle 2 is operative.

24-51-01B External power receptacle 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

(o) One may be inoperative on one or both electrical sides.

Reference(s)

(o) *Refer to OpsProc 24-51-01B Auto Transformer Unit 1A(1B)(2A)(2B)*

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24-71-01 C/B Monitoring Function

Ident.: MI-24-71-00016695.0001001 / 13 APR 16
Applicable to: ALL

24-71-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that the REMOTE C/B CTL ON memo is not displayed on the WD.

Reference(s)

(o) *Refer to OpsProc 24-71-01A C/B Monitoring Function*

24-71-02 Emergency Distribution Redundancy

Ident.: MI-24-71-00016704.0001001 / 13 APR 16
Applicable to: ALL

24-71-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

24-71-03 Load Management

Ident.: MI-24-71-00016705.0001001 / 13 APR 16
Applicable to: ALL

24-71-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the ELM pb-sw is set to OFF.

24-71-04 Normal Network Management Degraded

Ident.: MI-24-71-00016706.0001001 / 13 APR 16
Applicable to: ALL

24-71-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be degraded provided that none of the following dispatch messages are displayed:
ELEC GEN 1A(1B)(2A)(2B),
ELEC DRIVE 1A(1B)(2A)(2B) DISCONNECTED,
ELEC DRIVE 1A(1B)(2A)(2B) DISC STS UNKNOWN.

24-71-05 Normal Distribution Degraded

Ident.: MI-24-71-00016707.0001001 / 13 APR 16
Applicable to: ALL

24-71-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be degraded provided that the SSPC cards 4107XZ, 4109XZ, 4111XZ, 4113XZ, 4208XZ, 4210XZ, 4214XZ and 4216XZ are checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-24-71-32-00ZZZ-560Z-A*

24-71-06 Normal Distribution Redundancy

Ident.: MI-24-71-00016708.0001001 / 13 APR 16
Applicable to: ALL

24-71-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

24-74-01	Cabin Power Protection Degraded

Ident.: MI-24-74-00021140.0001001 / 13 APR 16
Applicable to: ALL

24-74-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be degraded.

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25-11-01 Pilot Seat Manual Vertical Adjustment

Ident.: MI-25-11-00011966.0001001 / 13 APR 16
Applicable to: ALL

25-11-01A Associated electrical control operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that the associated electrical control is operative.

25-11-01B Associated electrical control inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**2**	**0**	**No**

One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.

25-11-02 Pilot Seat Backrest Adjustment

Ident.: MI-25-11-00011967.0001001 / 13 APR 16
Applicable to: ALL

25-11-02A

Repair interval	Nbr installed	Nbr required	Placard
B	**2**	**0**	**No**

One or both may be inoperative provided that the seating position is acceptable to the affected crewmember.

25-11-03 Pilot Seat Lumbar Adjustment

Ident.: MI-25-11-00011968.0001001 / 13 APR 16
Applicable to: ALL

25-11-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

One or more may be inoperative provided that the seating position is acceptable to the affected crewmember.

25-11-04 Pilot Seat Electrical Adjustment

Ident.: MI-25-11-00011969.0001001 / 13 APR 16
Applicable to: ALL

25-11-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the electrical control of the associated seat is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-11-XX-00ZZZ-560Z-A*

25-11-05 Pilot Seat Headrest Adjustment

Ident.: MI-25-11-00011970.0001001 / 13 APR 16
Applicable to: ALL

25-11-05A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

One or both may be inoperative.

25-11-08 Pilot Sidestick Armrest Height Adjustment

Ident.: MI-25-11-00011973.0001001 / 13 APR 16
Applicable to: ALL

25-11-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.

25-11-09 Pilot Sidestick Armrest Pitch Adjustment

Ident.: MI-25-11-00011974.0001001 / 13 APR 16
Applicable to: ALL

25-11-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.

25-11-10 Pilot Sidestick Armrest Memory Display Position

Ident.: MI-25-11-00011975.0001001 / 13 APR 16
Applicable to: ALL

25-11-10A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

One or both may be inoperative.

25-11-11 Pilot Inboard Armrest Pitch Adjustment

Ident.: MI-25-11-00011976.0001001 / 13 APR 16
Applicable to: ALL

25-11-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.

25-11-12 Pilot Inboard Armrest Translation Adjustment

Ident.: MI-25-11-00011977.0001001 / 13 APR 16
Applicable to: ALL

25-11-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that the armrest position is acceptable to the affected crewmember.

25-12-01 Third Occupant Seat

Ident.: MI-25-12-00011978.0001001 / 05 JAN 18
Applicable to: ALL

25-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the seat is not occupied.

Note: ***Notify Dispatch.***

Note: *Multiple or double crew dispatch must be considered and refer to FOM for duty stations policy.*

25-12-02 Third Occupant Seat Horizontal Adjustment

Ident.: MI-25-12-00011979.0001001 / 05 JAN 18
Applicable to: ALL

25-12-02A Seat locked

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the seat is locked.

25-12-02B Seat not locked

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the seat is not occupied.

Note: ***Notify Dispatch.***

Note: *Multiple or double crew dispatch must be considered and refer to FOM for duty stations policy.*

25-12-03 Third Occupant Seat Other Adjustments

Ident.: MI-25-12-00011980.0001001 / 13 APR 16
Applicable to: ALL

25-12-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

One or more may be inoperative provided that the seating position is acceptable to the occupant.

25-12-04 Third Occupant Seat Headrest Adjustment

Ident.: MI-25-12-00011981.0001001 / 13 APR 16
Applicable to: ALL

25-12-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative.

25-12-05 Third Occupant Seat Shoulder Harness

Ident.: MI-25-12-00011984.0001001 / 05 JAN 18
Applicable to: ALL

25-12-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the seat is not occupied during takeoff and landing.

Note: ***Notify Dispatch.***

Note: *Multiple or double crew dispatch must be considered and refer to FOM for duty stations policy.*

25-12-06 Third Occupant Seat Fifth Strap

Ident.: MI-25-12-00011982.0001001 / 13 APR 16
Applicable to: ALL

25-12-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative

Reference(s)

(o) *Refer to OpsProc 25-12-06A Third Occupant Seat Fifth Strap*

25-12-07 Third Occupant Seat Armrest

Ident.: MI-25-12-00011983.0001001 / 13 APR 16
Applicable to: ALL

25-12-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that the armrest position is acceptable to the occupant.

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25-13-01	Fourth Occupant Seat

Ident.: MI-25-13-00011985.0001001 / 05 JAN 18
Applicable to: ALL

25-13-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the seat is not occupied.

Note: ***Notify Dispatch.***

Note: *Multiple or double crew dispatch must be considered and refer to FOM for duty stations policy.*

25-13-02	Fourth Occupant Seat Shoulder Harness

Ident.: MI-25-13-00011986.0001001 / 05 JAN 18
Applicable to: ALL

25-13-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative provided that the seat is not occupied during takeoff and landing.

Note: ***Notify Dispatch.***

Note: *Multiple or double crew dispatch must be considered and refer to FOM for duty stations policy.*

25-13-03	Fourth Occupant Seat Fifth Strap

Ident.: MI-25-13-00011987.0001001 / 13 APR 16
Applicable to: ALL

25-13-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

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Reference(s)

(o) *Refer to OpsProc 25-13-03A Fourth Occupant Seat Fifth Strap*

25-14-01	Pilot Sliding Table

Ident.: MI-25-14-00011989.0001001 / 13 APR 16
Applicable to: ALL

25-14-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative in stowed position or removed.

Reference(s)

(o) *Refer to OpsProc 25-14-01A Pilot Sliding Table*
(m) *Refer to Maintenance Procedure A350-A-25-13-75-00ZZZ-560Z-A*

25-14-02	Pilot Retractable Footrest

Ident.: MI-25-14-00011990.0001001 / 13 APR 16
Applicable to: ALL

25-14-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**4**	**0**	**No**

(m) One or more may be inoperative in stowed position or removed.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-13-75-01ZZZ-560Z-A*

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25-21-01	Passenger Seat

Ident.: MI-25-21-00016751.0001001 / 27 DEC 19
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-21-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**306**	**–**	**Yes**

One or more may be inoperative provided that:
1) The associated seat does not block an emergency exit, and
2) The associated seat does not restrict any passenger access to the main aisle, and
3) The associated seat(s) is placarded “DO NOT OCCUPY” and is not used.

Note: ***Notify Dispatch.***

Note: *A seat with an inoperative seat belt or seat airbag is considered inoperative.*

Note: *Inoperative seats do not affect the required number of cabin attendants.*

Note: *Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.*

25-21-01	Passenger Seat

2 Ident.: MI-25-21-00016751.9000083 / 12 JAN 24
Applicable to: B-18919

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25-21-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**300**	**–**	**Yes**

One or more may be inoperative provided that:
1) The associated seat does not block an emergency exit, and
2) The associated seat does not restrict any passenger access to the main aisle, and
3) The associated seat(s) is placarded “DO NOT OCCUPY” and is not used.

Note: ***Notify Dispatch.***

Note: *A seat with an inoperative seat belt or seat airbag is considered inoperative.*

Note: *Inoperative seats do not affect the required number of cabin attendants.*

Note: *Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.*

25-21-02 Passenger Seat Backrest

Ident.: MI-25-21-00012005.0001001 / 09 SEP 22
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-21-02A Backrest locked in the takeoff and landing position

Repair interval	Nbr installed	Nbr required	Placard
D	**306**	**0**	**No**

(m) One or more may be inoperative provided that the backrest of the associated seat is secured in the takeoff and landing position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-21-46-00ZZZ-560Z-A*

Continued on the following page

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25-21-02B Backrest not locked in the takeoff and landing position

Repair interval	Nbr installed	Nbr required	Placard
D	**306**	**–**	**Yes**

(o) One or more may be inoperative provided that:
1) The backrest of the associated seat does not block an emergency exit, and
2) The backrest of the associated seat does not restrict any passenger access to the main aisle, and
3) The affected seats are placarded “DO NOT OCCUPY” and are not used.
Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 25-21-02B Passenger Seat Backrest*

25-21-02	Passenger Seat Backrest

4 Ident.: MI-25-21-00012005.9000086 / 12 JAN 24
Applicable to: B-18919

25-21-02A Backrest locked in the takeoff and landing position

Repair interval	Nbr installed	Nbr required	Placard
D	**300**	**0**	**No**

(m) One or more may be inoperative provided that the backrest of the associated seat is secured in the takeoff and landing position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-21-46-00ZZZ-560Z-A*

Continued on the following page

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25-21-02B Backrest not locked in the takeoff and landing position

Repair interval	Nbr installed	Nbr required	Placard
D	**300**	**–**	**Yes**

(o) One or more may be inoperative provided that:

1) The backrest of the associated seat does not block an emergency exit, and

2) The backrest of the associated seat does not restrict any passenger access to the main aisle, and

3) The affected seats are placarded “DO NOT OCCUPY” and are not used.

Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 25-21-02B Passenger Seat Backrest*

25-21-03	Passenger Seat Belt

Ident.: MI-25-21-00012007.0001001 / 24 MAR 17

5 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-21-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**306**	**0**	**Yes**

One or more may be inoperative provided that the associated seat is placarded "DO NOT OCCUPY" and is not used.

Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

25-21-03	Passenger Seat Belt

6 Ident.: MI-25-21-00012007.9000087 / 12 JAN 24

Applicable to: B-18919

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25-21-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**300**	**0**	**Yes**

One or more may be inoperative provided that the associated seat is placarded "DO NOT OCCUPY" and is not used.

Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

25-21-04	Passenger Seat Airbag

Ident.: MI-25-21-00012008.0001001 / 24 MAR 17

7 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-21-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**56**	**0**	**Yes**

One or more may be inoperative provided that the associated seat is placarded "DO NOT OCCUPY" and is not used.

Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

25-21-04	Passenger Seat Airbag

8 Ident.: MI-25-21-00012008.9000088 / 12 JAN 24

Applicable to: B-18919

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Continued from the previous page

25-21-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**10**	**0**	**Yes**

One or more may be inoperative provided that the associated seat is placarded "DO NOT OCCUPY" and is not used.

Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

25-21-05	Passenger Seat Armrest

Ident.: MI-25-21-00012009.0001001 / 05 JAN 18

9 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-21-05A Affected armrest inoperative in the required position for Taxi, Takeoff, and Landing

Repair interval	Nbr installed	Nbr required	Placard
D	**400**	**0**	**No**

(o) One or more may be inoperative provided that:

1) The affected armrest does not block an emergency exit, and

2) The affected armrest does not restrict any passenger access to the main aisle, and.

3) The affected armrest is inoperative in the required position for Taxi, Takeoff, and Landing.

Note: ***Notify Dispatch.***

Note: *The number of passengers must be considered.*

Note: *The required position of armrest shall be in the lower/stowed position.*

Reference(s)

(o) *Refer to OpsProc 25-21-05A Passenger Seat Armrest*

Continued on the following page

Continued from the previous page

25-21-05B Associated passenger seat considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**400**	**–**	**Yes**

One or more may be inoperative provided that:
1) The affected armrest does not block an emergency exit, and
2) The affected armrest does not restrict any passenger access to the main aisle, and.
3) The associated seat is placarded “DO NOT OCCUPY” and not used.
Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

25-21-05	Passenger Seat Armrest

10 Ident.: MI-25-21-00012009.9000089 / 12 JAN 24
Applicable to: B-18919

25-21-05A Affected armrest inoperative in the required position for Taxi, Takeoff, and Landing

Repair interval	Nbr installed	Nbr required	Placard
D	**389**	**0**	**No**

(o) One or more may be inoperative provided that:
1) The affected armrest does not block an emergency exit, and
2) The affected armrest does not restrict any passenger access to the main aisle, and.
3) The affected armrest is inoperative in the required position for Taxi, Takeoff, and Landing.

Note: ***Notify Dispatch.***

Note: *The number of passengers must be considered.*

Note: *The required position of armrest shall be in the lower/stowed position.*

Reference(s)

(o) *Refer to OpsProc 25-21-05A Passenger Seat Armrest*

Continued on the following page

Continued from the previous page

25-21-05B Associated passenger seat considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**389**	**–**	**Yes**

One or more may be inoperative provided that:

1) The affected armrest does not block an emergency exit, and

2) The affected armrest does not restrict any passenger access to the main aisle, and.

3) The associated seat is placarded “DO NOT OCCUPY” and not used.

Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

25-21-06	Underseat Baggage Restraining Bar

Ident.: MI-25-21-00012010.0001001 / 13 APR 16

11 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-21-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**127**	**0**	**Yes**

(o) One or more may be inoperative provided that:

1) Baggage is not stowed under the associated seat, and

2) The associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT".

Reference(s)

(o) *Refer to OpsProc 25-21-06A Underseat Baggage Restraining Bar*

25-21-06	Underseat Baggage Restraining Bar

12 Ident.: MI-25-21-00012010.9000090 / 12 JAN 24

Applicable to: B-18919

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Continued from the previous page

25-21-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**129**	**0**	**Yes**

(o) One or more may be inoperative provided that:
1) Baggage is not stowed under the associated seat, and
2) The associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT".

Reference(s)

(o) *Refer to OpsProc 25-21-06A Underseat Baggage Restraining Bar*

25-21-07	**Passenger Seat Stowage Access Door**

Ident.: MI-25-21-00023527.0001001 / 24 MAR 17
13 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-21-07A Affected stowage secured closed

Repair interval	Nbr installed	Nbr required	Placard
D	**96**	**0**	**No**

(m) One or more may be damaged or missing provided that:
1) The affected stowage compartment is empty, and
2) The affected stowage compartment access is secured to prevent the use of the stowage.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-21-XX-01ZZZ-560Z-A*

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25-21-07B Associated seat considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**96**	**0**	**Yes**

One or more may be inoperative provided that the associated seat is considered inoperative.
Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

25-21-07	Passenger Seat Stowage Access Door

14 Ident.: MI-25-21-00023527.9000092 / 12 JAN 24
Applicable to: B-18919

25-21-07A Affected stowage secured closed

Repair interval	Nbr installed	Nbr required	Placard
D	**4**	**0**	**No**

(m) One or more may be damaged or missing provided that:
1) The affected stowage compartment is empty, and
2) The affected stowage compartment access is secured to prevent the use of the stowage.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-21-XX-01ZZZ-560Z-A*

25-21-07B Associated seat considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**4**	**0**	**Yes**

One or more may be inoperative provided that the associated seat is considered inoperative.
Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

25-21-08	Passenger Seat Meal Table

Ident.: MI-25-21-00025052.0001001 / 28 FEB 20

15 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-21-08A Meal table secured in the stowed position

Repair interval	Nbr installed	Nbr required	Placard
D	**306**	**0**	**No**

(m) One or more may be inoperative provided that the meal table of the associated seat is secured in the stowed position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-21-XX-04ZZZ-560Z-A*

25-21-08B Meal table not stowed and affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**306**	**0**	**Yes**

(o) One or more may be inoperative provided that:

1) The meal table of the associated seat does not block the access to a cabin door, and

2) The seats with restricted access to the main aisle are considered inoperative.
Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 25-21-08B Passenger Seat Meal Table (meal table not stowed and affected seats considered inoperative)*

Continued on the following page

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25-21-08C Meal table not stowed and affected cabin door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**306**	**–**	**Yes**

(o) One or more meal table affecting the access to a cabin door may be inoperative provided that:

1) The affected cabin door is considered inoperative, and
Refer to Item 52-10-01 Cabin Door

2) The seats with restricted access to the main aisle are considered inoperative.
Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 25-21-08C Passenger Seat Meal Table (meal table not stowed and affected cabin door considered inoperative)*

25-21-08	Passenger Seat Meal Table

16 Ident.: MI-25-21-00025052.9000091 / 12 JAN 24
Applicable to: B-18919

17
25-21-08A Meal table secured in the stowed position

Repair interval	Nbr installed	Nbr required	Placard
D	**300**	**0**	**No**

(m) One or more may be inoperative provided that the meal table of the associated seat is secured in the stowed position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-21-XX-04ZZZ-560Z-A*

Continued on the following page

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25-21-08B Meal table not stowed and affected seats considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**300**	**0**	**Yes**

(o) One or more may be inoperative provided that:

1) The meal table of the associated seat does not block the access to a cabin door, and

2) The seats with restricted access to the main aisle are considered inoperative.

Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 25-21-08B Passenger Seat Meal Table (meal table not stowed and affected seats considered inoperative)*

25-21-08C Meal table not stowed and affected cabin door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**300**	**–**	**Yes**

(o) One or more meal table affecting the access to a cabin door may be inoperative provided that:

1) The affected cabin door is considered inoperative, and

Refer to Item 52-10-01 Cabin Door

2) The seats with restricted access to the main aisle are considered inoperative.

Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 25-21-08C Passenger Seat Meal Table (meal table not stowed and affected cabin door considered inoperative)*

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25-22-01	Cabin Attendant Seat

Ident.: MI-25-22-00012014.0001001 / 13 APR 16

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-22-01A Non-required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
D	**13**	**–**	**No**

(m) One or more non-required cabin attendant seat may be inoperative or not usable provided that the affected seat is secured in its stowed position or is removed.

Note: ***Notify Dispatch.***

Note: *A cabin attendant seat with an inoperative or missing seat belt or harness should be considered inoperative.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-22-46-02ZZZ-560Z-A*

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25-22-01B Required cabin attendant seat inoperative - Use of a non-required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
C	**13**	**8**	**Yes**

(o) (m) One or more required cabin attendant seat may be inoperative or not usable provided that:

1) The cabin attendant assigned to the affected seat occupies the adjacent non-required cabin attendant seat that is nearest to the associated exit, and
2) The non-required cabin attendant seat to be used by cabin attendant is correctly placarded "FOR CABIN ATTENDANT USE ONLY", and
3) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and
4) The direct view of passenger by cabin attendants is not impaired, and
5) Alternate procedures are established for displaced cabin attendant according to national regulations, and
6) The affected seat is secured in its stowed position or removed.

Note: ***Notify Dispatch.***

Note: *1. A cabin attendant seat with an inoperative or missing seat belt or harness should be considered inoperative.*
2. An automatic folding seat that will not stow automatically is considered inoperative.
3. A seat position with an inoperative or missing restraint system is considered inoperative.

Reference(s)

(o) *Refer to OpsProc 25-22-01B Cabin Attendant Seat (use of a non-required cabin attendant seat)*
(m) *Refer to Maintenance Procedure A350-A-25-22-46-02ZZZ-560Z-A*

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25-22-01C Required cabin attendant seat inoperative - Use of a passenger seat

Repair interval	Nbr installed	Nbr required	Placard
B	**13**	**8**	**Yes**

(o) (m) One or more required cabin attendant seat may be inoperative or not usable provided that:

1) The cabin attendant assigned to the affected seat occupies a passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and
2) The passenger seat to be used by cabin attendant is correctly placarded "FOR CABIN ATTENDANT USE ONLY", and
3) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and
4) The direct view of passenger by cabin attendants is not impaired, and
5) Alternate procedures are established for displaced cabin attendant according to national regulations, and
6) The affected seat is secured in its stowed position or removed, and.
7) One required cabin attendant seat is operative at each pair of floor level exit doors.

Note: ***Notify Dispatch.***

Note:
1. A cabin attendant seat with an inoperative or missing seat belt or harness should be considered inoperative.
2. An automatic folding seat that will not stow automatically is considered inoperative.
3. A seat position with an inoperative or missing restraint system is considered inoperative.

Reference(s)

(o) *Refer to OpsProc 25-22-01C Cabin Attendant Seat (use of a passenger seat)*
(m) *Refer to Maintenance Procedure A350-A-25-22-46-02ZZZ-560Z-A*

25-22-01	**Cabin Attendant Seat**

2 Ident.: MI-25-22-00012014.9000093 / 12 JAN 24
Applicable to: B-18919

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25-22-01A Non-required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
D	**11**	**–**	**No**

(m) One or more non-required cabin attendant seat may be inoperative or not usable provided that the affected seat is secured in its stowed position or is removed.

Note: ***Notify Dispatch.***

Note: *A cabin attendant seat with an inoperative or missing seat belt or harness should be considered inoperative.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-22-46-02ZZZ-560Z-A*

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25-22-01B Required cabin attendant seat inoperative - Use of a non-required cabin attendant seat

Repair interval	Nbr installed	Nbr required	Placard
C	**11**	**8**	**Yes**

(o) (m) One or more required cabin attendant seat may be inoperative or not usable provided that:

1) The cabin attendant assigned to the affected seat occupies the adjacent non-required cabin attendant seat that is nearest to the associated exit, and

2) The non-required cabin attendant seat to be used by cabin attendant is correctly placarded "FOR CABIN ATTENDANT USE ONLY", and

3) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and

4) The direct view of passenger by cabin attendants is not impaired, and

5) Alternate procedures are established for displaced cabin attendant according to national regulations, and

6) The affected seat is secured in its stowed position or removed.

Note: ***Notify Dispatch.***

Note: *1. A cabin attendant seat with an inoperative or missing seat belt or harness should be considered inoperative.*
2. An automatic folding seat that will not stow automatically is considered inoperative.
3. A seat position with an inoperative or missing restraint system is considered inoperative.

Reference(s)

(o) *Refer to OpsProc 25-22-01B Cabin Attendant Seat (use of a non-required cabin attendant seat)*

(m) *Refer to Maintenance Procedure A350-A-25-22-46-02ZZZ-560Z-A*

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25-22-01C Required cabin attendant seat inoperative - Use of a passenger seat

Repair interval	Nbr installed	Nbr required	Placard
B	**11**	**8**	**Yes**

(o) (m) One or more required cabin attendant seat may be inoperative or not usable provided that:

1) The cabin attendant assigned to the affected seat occupies a passenger seat that is nearest to the associated exit, with no passenger seated nearer to the exit than the cabin attendant, and

2) The passenger seat to be used by cabin attendant is correctly placarded "FOR CABIN ATTENDANT USE ONLY", and

3) The cabin attendant can reach assigned exit and emergency equipment in nearly the same time as from normally assigned seat, and

4) The direct view of passenger by cabin attendants is not impaired, and

5) Alternate procedures are established for displaced cabin attendant according to national regulations, and

6) The affected seat is secured in its stowed position or removed, and.

7) One required cabin attendant seat is operative at each pair of floor level exit doors.

Note: ***Notify Dispatch.***

Note:
1. A cabin attendant seat with an inoperative or missing seat belt or harness should be considered inoperative.
2. An automatic folding seat that will not stow automatically is considered inoperative.
3. A seat position with an inoperative or missing restraint system is considered inoperative.

Reference(s)

(o) *Refer to OpsProc 25-22-01C Cabin Attendant Seat (use of a passenger seat)*
(m) *Refer to Maintenance Procedure A350-A-25-22-46-02ZZZ-560Z-A*

25-24-01	Doghouse Compartment

Ident.: MI-25-24-00025845.0001001 / 28 APR 23
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-24-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**7**	**0**	**Yes**

(m) One or more may be inoperative provided that:
1) The affected stowage compartment is secured in the closed position, and
2) The affected stowage compartment is placarded "DO NOT USE", and
3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-27-XX-01ZZZ-560Z-A*

25-24-01	Doghouse Compartment

2 Ident.: MI-25-24-00025845.9000094 / 12 JAN 24
Applicable to: B-18919

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25-24-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**4**	**0**	**Yes**

(m) One or more may be inoperative provided that:

1) The affected stowage compartment is secured in the closed position, and

2) The affected stowage compartment is placarded "DO NOT USE", and

3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-27-XX-01ZZZ-560Z-A*

25-24-02	Overhead Stowage Compartment (OHSC)

Ident.: MI-25-24-00025846.0001001 / 28 APR 23

3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-24-02A One latch is inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**75**	**0**	**Yes**

(m) One latch may be inoperative per compartment door provided that:

1) The affected stowage compartment is secured in the closed position, and
2) The affected stowage compartment is placarded "DO NOT USE", and
3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
4) The rest of the elements of the affected OHSC are operational, and
5) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-24-XX-00ZZZ-560Z-A*

25-24-02B Bin Removed

Repair interval	Nbr installed	Nbr required	Placard
D	**75**	**0**	**Yes**

(m) May be inoperative provided that:

1) The affected stowage compartment bin is removed, and
2) The remaining empty area is covered and placarded "DO NOT USE", and
3) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

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Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-24-XX-01ZZZ-560Z-A*

25-24-02	Overhead Stowage Compartment (OHSC)

4 Ident.: MI-25-24-00025846.9000095 / 12 JAN 24
Applicable to: B-18919

25-24-02A One latch is inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**82**	**0**	**Yes**

(m) One latch may be inoperative per compartment door provided that:
- **1)** The affected stowage compartment is secured in the closed position, and
- **2)** The affected stowage compartment is placarded "DO NOT USE", and
- **3)** The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
- **4)** The rest of the elements of the affected OHSC are operational, and
- **5)** Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-24-XX-00ZZZ-560Z-A*

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25-24-02B Bin Removed

Repair interval	Nbr installed	Nbr required	Placard
D	**82**	**0**	**Yes**

(m) May be inoperative provided that:
- **1)** The affected stowage compartment bin is removed, and
- **2)** The remaining empty area is covered and placarded "DO NOT USE", and
- **3)** Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-24-XX-01ZZZ-560Z-A*

25-24-03	**Coat Stowage/Stowage**

Ident.: MI-25-24-00025965.0001001 / 28 APR 23

5 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-24-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	**6**	**0**	**Yes**

(m) May be inoperative provided that:
- **1)** The affected stowage compartment is secured in the closed position, and
- **2)** The affected stowage compartment is placarded "DO NOT USE", and
- **3)** The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
- **4)** Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

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Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-27-XX-03ZZZ-560Z-A*

25-24-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	**6**	**0**	**Yes**

(o) (m) May be inoperative provided that:

1) The affected stowage compartment is placarded "DO NOT USE", and
2) The affected stowage compartment door is removed, and
3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and
4) The crew members and passengers are briefed that the affected stowage compartment is not to be used, and
5) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

Reference(s)

(o) *Refer to OpsProc 25-24-03B Coat Stowage/Stowage (Door Removed)*
(m) *Refer to Maintenance Procedure A350-A-25-27-XX-02ZZZ-560Z-A*

25-24-03	**Coat Stowage/Stowage**

6 Ident.: MI-25-24-00025965.9000096 / 12 JAN 24
Applicable to: B-18919

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25-24-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	**11**	**0**	**Yes**

(m) May be inoperative provided that:

1) The affected stowage compartment is secured in the closed position, and

2) The affected stowage compartment is placarded "DO NOT USE", and

3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-27-XX-03ZZZ-560Z-A*

25-24-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	**11**	**0**	**Yes**

(o) (m) May be inoperative provided that:

1) The affected stowage compartment is placarded "DO NOT USE", and

2) The affected stowage compartment door is removed, and

3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and

4) The crew members and passengers are briefed that the affected stowage compartment is not to be used, and

5) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

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Reference(s)

(o) *Refer to OpsProc 25-24-03B Coat Stowage/Stowage (Door Removed)*
(m) *Refer to Maintenance Procedure A350-A-25-27-XX-02ZZZ-560Z-A*

25-35-01	Galley Waste Compartment Flapper Door

Ident.: MI-25-35-00011994.0001001 / 22 JAN 21
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-35-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative or missing provided that:
1) The associated galley waste compartment is empty, and
2) The associated access is secured to prevent waste introduction, and
3) An alternate procedure is established before departure to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Reference(s)

(o) *Refer to OpsProc 25-35-01A Galley Waste Compartment Flapper Door*
(m) *Refer to Maintenance Procedure A350-A-25-31-XX-00ZZZ-560Z-A*

25-35-01	Galley Waste Compartment Flapper Door

2 Ident.: MI-25-35-00011994.9000097 / 12 JAN 24
Applicable to: B-18919

25-35-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) One or both may be inoperative or missing provided that:
1) The associated galley waste compartment is empty, and
2) The associated access is secured to prevent waste introduction, and
3) An alternate procedure is established before departure to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

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Reference(s)

(o) *Refer to OpsProc 25-35-01A Galley Waste Compartment Flapper Door*
(m) *Refer to Maintenance Procedure A350-A-25-31-XX-00ZZZ-560Z-A*

25-35-02	Galley Waste Compartment Access Door

Ident.: MI-25-35-00025050.0001001 / 22 JAN 21
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-35-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

(o) (m) One or more may be inoperative provided that:

1) The associated galley waste compartment is empty, and
2) The associated flapper and access doors are secured closed to prevent waste introduction, and
3) An alternate procedure is established before departure to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Note: *The number installed of access door includes the door without flapper door in skylounge.*

Reference(s)

(o) *Refer to OpsProc 25-35-02A Galley Waste Compartment Access Door*
(m) *Refer to Maintenance Procedure A350-A-25-31-XX-01ZZZ-560Z-A*

25-35-02	Galley Waste Compartment Access Door

4 Ident.: MI-25-35-00025050.9000098 / 12 JAN 24
Applicable to: B-18919

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5 **25-35-02A**

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or more may be inoperative provided that:

1) The associated galley waste compartment is empty, and

2) The associated flapper and access doors are secured closed to prevent waste introduction, and

3) An alternate procedure is established before departure to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.

Reference(s)

(o) *Refer to OpsProc 25-35-02A Galley Waste Compartment Access Door*

(m) *Refer to Maintenance Procedure A350-A-25-31-XX-01ZZZ-560Z-A*

25-35-03	Galley Stowage Compartment

Ident.: MI-25-35-00025848.0001001 / 28 APR 23

6 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

Note: *For the failure of the Galley Waste Compartment, Refer to Item 25-35-01 Galley Waste Compartment Flapper Door and Refer to Item 25-35-02 Galley Waste Compartment Access Door.*

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25-35-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**0**	**Yes**

(m) May be inoperative provided that:

1) The affected stowage compartment is secured in the closed position, and

2) The affected stowage compartment is placarded "DO NOT USE", and

3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and

4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.

<u>Note:</u> *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-31-XX-2PZZZ-560Z-A*

25-35-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**0**	**Yes**

(o) (m) May be inoperative provided that:

1) The affected stowage compartment is placarded "DO NOT USE", and

2) The affected stowage compartment door is removed, and

3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and

4) The crew members are briefed that the affected stowage compartment is not to be used, and

5) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

<u>Note:</u> *If associated emergency equipment cannot be relocated, Refer to associated MEL item.*

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Reference(s)

(o) *Refer to OpsProc 25-35-03B Galley Compartment (Door Removed)*
(m) *Refer to Maintenance Procedure A350-A-25-31-XX-3KZZZ-560Z-A*

25-35-03	Galley Stowage Compartment

7 Ident.: MI-25-35-00025848.9000099 / 12 JAN 24
Applicable to: B-18919

Note: *For the failure of the Galley Waste Compartment, Refer to Item 25-35-01 Galley Waste Compartment Flapper Door and Refer to Item 25-35-02 Galley Waste Compartment Access Door.*

25-35-03A Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	**27**	**0**	**Yes**

(m) May be inoperative provided that:
1) The affected stowage compartment is secured in the closed position, and
2) The affected stowage compartment is placarded "DO NOT USE", and
3) The affected stowage compartment is not used for stowage of any items except for those permanently affixed, and
4) Any emergency equipment located in the affected stowage compartment is considered inoperative unless moved to a different stowage compartment with a placard on the outside indicating the relocated emergency equipment.
Note: *If associated emergency equipment cannot be relocated, refer to associated MEL item.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-31-XX-2PZZZ-560Z-A*

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25-35-03B Door Removed

Repair interval	Nbr installed	Nbr required	Placard
D	**27**	**0**	**Yes**

(o) (m) May be inoperative provided that:

1) The affected stowage compartment is placarded "DO NOT USE", and

2) The affected stowage compartment door is removed, and

3) The affected stowage compartment is not used for stowage of any items, except for those permanently affixed, and

4) The crew members are briefed that the affected stowage compartment is not to be used, and

5) Any emergency equipment not affixed located in the affected stowage compartment is considered inoperative and removed, unless relocated to a different stowage compartment with a placard indicating the relocated emergency equipment.

<u>Note:</u> *If associated emergency equipment cannot be relocated, Refer to associated MEL item.*

Reference(s)

(o) *Refer to OpsProc 25-35-03B Galley Compartment (Door Removed)*

(m) *Refer to Maintenance Procedure A350-A-25-31-XX-3KZZZ-560Z-A*

25-35-04	Galley Compartment 1/4 Turn Retainer/Kickload Retainer

Ident.: MI-25-35-00025849.0001001 / 28 APR 23

8 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-35-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**117**	**0**	**Yes**

One latch per compartment may be inoperative provided that:

1) Remaining latch(es) on the affected compartment operates normally, and

2) The trolley, container/standard unit remains empty.

25-35-04	Galley Compartment 1/4 Turn Retainer/Kickload Retainer

9 Ident.: MI-25-35-00025849.9000100 / 12 JAN 24
Applicable to: B-18919

10 **25-35-04A**

Repair interval	Nbr installed	Nbr required	Placard
D	**76**	**0**	**Yes**

One latch per compartment may be inoperative provided that:
1) Remaining latch(es) on the affected compartment operates normally, and
2) The trolley, container/standard unit remains empty.

25-35-05	Galley Compartment Intermediate Latch

Ident.: MI-25-35-00025850.0001001 / 28 APR 23
Applicable to: ALL

25-35-05A

Repair interval	Nbr installed	Nbr required	Placard
D	**20**	**0**	**Yes**

One latch per compartment may be inoperative provided that the galley half-size trolleys and standard units are not used at the affected location.

Note: *Galley full-size trolleys can be used.*

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25-40-01	Toilet Waste Compartment Flapper Door

Ident.: MI-25-40-00011996.0001001 / 05 JAN 18
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-40-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**–**	**Yes**

(o) (m) One or more may be inoperative provided that:

1) The toilet waste compartment is empty, and
2) The associated access is secured to prevent waste introduction, and
3) Lavatory is used only by crewmembers, and
4) The affected lavatory is locked closed and is placarded “INOPERATIVE-DO NOT ENTER”.

Note: ***Notify Dispatch.***

Note: *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

Reference(s)

(o) *Refer to OpsProc 25-40-01A Toilet Waste Compartment Flapper Door*
(m) *Refer to Maintenance Procedure A350-A-25-41-XX-00ZZZ-560Z-A*

25-40-01	Toilet Waste Compartment Flapper Door

2 Ident.: MI-25-40-00011996.9000102 / 12 JAN 24
Applicable to: B-18919

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25-40-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**–**	**Yes**

(o) (m) One or more may be inoperative provided that:

1) The toilet waste compartment is empty, and
2) The associated access is secured to prevent waste introduction, and
3) Lavatory is used only by crewmembers, and
4) The affected lavatory is locked closed and is placarded “INOPERATIVE-DO NOT ENTER”.

<u>Note:</u> ***Notify Dispatch.***

<u>Note:</u> *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*

<u>Note:</u> *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

Reference(s)

(o) *Refer to OpsProc 25-40-01A Toilet Waste Compartment Flapper Door*
(m) *Refer to Maintenance Procedure A350-A-25-41-XX-00ZZZ-560Z-A*

25-40-02	Exterior Lavatory Ashtray

Ident.: MI-25-40-00011997.0001001 / 13 APR 16

3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-40-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**4**	**Yes**

One or more may be damaged or missing provided that the flight is non-smoking and it is replaced within 3 calendar days.

25-40-02	Exterior Lavatory Ashtray

4 Ident.: MI-25-40-00011997.9000103 / 12 JAN 24
Applicable to: B-18919

5 ## 25-40-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**9**	**4**	**Yes**

One or more may be damaged or missing provided that the flight is non-smoking and it is replaced within 3 calendar days.

25-40-03	Interior Lavatory Ashtray

Ident.: MI-25-40-00011998.0001001 / 01 DEC 23
6 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-40-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**0**	**Yes**

One or more may be damaged or missing.

25-40-03	Interior Lavatory Ashtray

7 Ident.: MI-25-40-00011998.9000104 / 12 JAN 24
Applicable to: B-18919

25-40-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**9**	**0**	**Yes**

One or more may be damaged or missing.

25-40-04	Toilet Waste Compartment Access Door

Ident.: MI-25-40-00025048.0001001 / 27 DEC 19
8 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-40-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**–**	**Yes**

(o) (m) One or more may be inoperative provided that:

1) The toilet waste compartment is empty, and
2) The associated flapper and access doors are secured to prevent waste introduction, and
3) Lavatory is used only by crewmembers, and
4) The affected lavatory is locked closed and is placarded “INOPERATIVE-DO NOT ENTER”.

Note: ***Notify Dispatch.***

Note: *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

Reference(s)

(o) *Refer to OpsProc 25-40-04A Toilet Waste Compartment Access Door*
(m) *Refer to Maintenance Procedure A350-A-25-41-XX-01ZZZ-560Z-A*

25-40-04	Toilet Waste Compartment Access Door

9 Ident.: MI-25-40-00025048.9000105 / 12 JAN 24
Applicable to: B-18919

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10 **25-40-04A**

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**–**	**Yes**

(o) (m) One or more may be inoperative provided that:

1) The toilet waste compartment is empty, and
2) The associated flapper and access doors are secured to prevent waste introduction, and
3) Lavatory is used only by crewmembers, and
4) The affected lavatory is locked closed and is placarded “INOPERATIVE-DO NOT ENTER”.

Note: ***Notify Dispatch.***

Note: *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

Reference(s)

(o) *Refer to OpsProc 25-40-04A Toilet Waste Compartment Access Door*
(m) *Refer to Maintenance Procedure A350-A-25-41-XX-01ZZZ-560Z-A*

25-40-05	Lavatory Stowage Compartment

Ident.: MI-25-40-00025840.0001001 / 28 APR 23
11 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

Note: *For the failure of the Toilet Waste Compartment, Refer to Item 25-40-01 Toilet Waste Compartment Flapper Door* and *Refer to Item 25-40-04 Toilet Waste Compartment Access Door.*

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25-40-05A Associated Lavatory Stowage Compartment Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**0**	**Yes**

(m) One or more may be inoperative provided that:

1) The affected stowage compartment is empty, and

2) The affected stowage compartment is secured in the closed position, and

3) The affected stowage compartment is placarded "DO NOT USE".

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-41-XX-02ZZZ-560Z-A*

25-40-05B Lavatory Stowage Compartment Door Missing

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**–**	**Yes**

May be missing provided that:

1) The affected stowage compartment is empty, and

2) Lavatory is used only by crewmembers, and

3) The affected lavatory is locked closed and is placarded “INOPERATIVE-DO NOT ENTER”.

Note: ***Notify Dispatch.***

Note: *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

25-40-05	Lavatory Stowage Compartment

12 Ident.: MI-25-40-00025840.9000106 / 12 JAN 24
Applicable to: B-18919

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13

25-40-05A Associated Lavatory Stowage Compartment Door Secured Closed

Repair interval	Nbr installed	Nbr required	Placard
D	**9**	**0**	**Yes**

(m) One or more may be inoperative provided that:

1) The affected stowage compartment is empty, and

2) The affected stowage compartment is secured in the closed position, and

3) The affected stowage compartment is placarded "DO NOT USE".

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-41-XX-02ZZZ-560Z-A*

25-40-05B Lavatory Stowage Compartment Door Missing

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**–**	**Yes**

May be missing provided that:

1) The affected stowage compartment is empty, and

2) Lavatory is used only by crewmembers, and

3) The affected lavatory is locked closed and is placarded “INOPERATIVE-DO NOT ENTER”.

Note: ***Notify Dispatch.***

Note: *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

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25-50-01	Crew Rest Compartment Bunk Bed

Ident.: MI-25-50-00011999.0001001 / 13 APR 16
Applicable to: ALL

25-50-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**–**	**Yes**

One or more may be inoperative provided that the affected bunk bed is placarded "DO NOT OCCUPY" and is not used.

Note: ***Notify Dispatch.***

Note: *Refer to FOM/CCOM for crew duty and rest time limitation.*

25-50-02	Flight Crew Rest Compartment Seat

Ident.: MI-25-50-00012000.0001001 / 13 APR 16
Applicable to: ALL

25-50-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative provided that the flight crew rest compartment seat is placarded "DO NOT OCCUPY" and is not used.

Note: ***Notify Dispatch.***

25-50-03	Decompression Panel between FCRC and Cabin

Ident.: MI-25-50-00020623.0001001 / 24 JUL 23
Applicable to: ALL

25-50-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be damaged or missing provided that precaution is taken while accessing or exiting bunk beds.

Continued on the following page

Continued from the previous page

Reference(s)

(o) *Refer to OpsProc 25-50-03A Decompression Panel between FCRC and Cabin*

25-50-04	Decompression Panel on CCRC Access Door

Ident.: MI-25-50-00020625.0001001 / 13 APR 16
Applicable to: ALL

25-50-04A Panel damaged or missing

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be damaged or missing.

25-50-04B Panel inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(m) May be inoperative in the closed position provided that the CCRC access sliding door is secured in the open position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-51-XX-00ZZZ-560Z-A*

25-62-01 Slide/Raft

Ident.: MI-25-62-00014582.0001001 / 13 APR 16
Applicable to: ALL

25-62-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

One may be inoperative provided that the associated exit is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

25-62-01B One inoperative and removed

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

(m) One may be removed provided that the associated exit is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-62-47-00ZZZ-560Z-A*

25-62-02 SLIDE ARMED light

Ident.: MI-25-62-00014643.0001001 / 13 APR 16
Applicable to: ALL

25-62-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**Yes**

(o) One or more may be inoperative.

Note: *Cabin manager must confirm the associated slide is disarmed with flight crew before opening of the associated cabin door.*

Continued on the following page

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Reference(s)

(o) *Refer to OpsProc 25-62-02A SLIDE ARMED light*

25-62-03	**Slide Buzzer**

Ident.: MI-25-62-00014584.0001001 / 09 JUL 20
Applicable to: ALL

25-62-03A Slide Buzzer Inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**0**	**No**

One or more may be inoperative.

25-62-03B Slide Buzzer Deactivated to Prevent Spurious Chiming

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**No**

(m) One or more may be inoperative provided that:

1) The slide buzzer of the affected cabin door indication panel is deactivated, and

2) The associated slide armed light is considered inoperative, and
Refer to Item 25-62-02 SLIDE ARMED light

3) The associated cabin pressure light is considered inoperative, and
Refer to Item 52-71-05 CABIN PRESSURE light on Cabin Door

4) The associated cabin pressure buzzer is considered inoperative.
Refer to Item 52-71-07 Cabin Pressure Buzzer on Cabin Door

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-52-71-XX-02ZZZ-560Z-A*

25-64-01	First Aid Kit (FAK)

Ident.: MI-25-64-00011953.0001001 / 19 JUL 19
Applicable to: ALL

25-64-01A One kit is unavailable

Repair interval	Nbr installed	Nbr required	Placard
D	**5**	**4**	**No**

(o) One may be incomplete, missing, or inoperative provided that:
1) The FAK shall be sealed with tie (inside the FAK), and
2) The FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TAIWAN is not allowed.*

Reference(s)

(o) *Refer to OpsProc 25-64-01A First Aid Kit*

25-64-01B Two kits are unavailable

Repair interval	Nbr installed	Nbr required	Placard
A	**5**	**3**	**No**

(o) Two may be incomplete, missing, or inoperative provided that:
1) The FAK shall be sealed with tie (inside the FAK), and
2) The FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and
3) Repairs or replacements are made within 1 flight.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TAIWAN is not allowed.*

Reference(s)

(o) *Refer to OpsProc 25-64-01B First Aid Kit*

25-64-02	Emergency Medical Kit (EMK)

Ident.: MI-25-64-00011954.0001001 / 03 JUL 20
Applicable to: ALL

25-64-02A One kit is unavailable

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be incomplete, missing, or inoperative provided that:
1) The EMK shall be sealed with tie (inside the EMK), and
2) The EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TAIWAN is not allowed.*

Reference(s)

(o) *Refer to OpsProc 25-64-02A Emergency Medical Kit*

25-64-02B Both kits are unavailable

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**Yes**

(o) Both may be incomplete, missing, or inoperative provided that:
1) The EMK shall be sealed with tie (inside the EMK), and
2) The EMK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and
3) Repairs or replacements are made within 1 flight.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TAIWAN is not allowed.*

Reference(s)

(o) *Refer to OpsProc 25-64-02B Emergency Medical Kit*

25-64-03	Automated External Defibrillator (AED)

Ident.: MI-25-64-00011955.0001001 / 19 JUL 19
Applicable to: ALL

25-64-03A AED and Associated Equipment

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be incomplete, missing or inoperative provided that:
1) The AED is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and
2) Repairs or replacements are made within 1 flight.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TAIWAN is not allowed.*

Note: *The AED set does not include the spare pads-case.*

Reference(s)

(o) *Refer to OpsProc 25-64-03A Automated External Defibrillator*

25-64-03B Spare Pads-Case

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

Spare pads-case may be incomplete, missing or inoperative.

25-64-04 Universal Precaution Kit (UPK)

Ident.: MI-25-64-90000010.9000015 / 07 JAN 22
Applicable to: ALL

25-64-04A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) One or both may be incomplete, missing or inoperative provided that:

1) The UPK shall be sealed with tie (inside the UPK), and

2) The UPK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and

3) Repairs or replacements are made within 1 flight.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TAIWAN is not allowed.*

Reference(s)

(o) *Refer to OpsProc 25-64-04A Universal Precaution Kit*

25-65-01 Cockpit Flashlight

Ident.: MI-25-65-00011956.0001001 / 13 APR 16
Applicable to: ALL

25-65-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**4**	**2**	**No**

One must be operative for each crewmember.

25-65-02 Cabin Flashlight

Ident.: MI-25-65-00011957.0001001 / 11 JAN 19
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-65-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**13**	**8**	**No**

One must be operative for each required cabin crewmember.

25-65-02 Cabin Flashlight

2 Ident.: MI-25-65-00011957.9000107 / 12 JAN 24
Applicable to: B-18919

25-65-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**11**	**8**	**No**

One must be operative for each required cabin crewmember.

25-65-03 Crash Axe

Ident.: MI-25-65-00011958.0001001 / 14 SEP 16
Applicable to: ALL

25-65-03A

Repair interval	Nbr installed	Nbr required	Placard
–	**1**	**1**	**No**

Must be operative.

25-65-04 Portable (Survival) Emergency Locator Transmitter

Ident.: MI-25-65-00011959.0001001 / 05 OCT 18
Applicable to: ALL

25-65-04A

Repair interval	Nbr installed	Nbr required	Placard
–	**2**	**2**	**No**

25-65-05 Fireproof Gloves

Ident.: MI-25-65-00011960.0001001 / 19 JUL 19
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-65-05A ‘C’ repair interval

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be damaged or missing provided that remaining one must be available in cockpit.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed (Both Gloves must be serviceable).*

Reference(s)

(o) *Refer to OpsProc 25-65-05A Fireproof Gloves*

25-65-05	Fireproof Gloves

4 Ident.: MI-25-65-00011960.9000108 / 12 JAN 24
Applicable to: B-18919

5 **25-65-05A ‘C’ repair interval**

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**1**	**No**

(o) One or two may be damaged or missing provided that remaining one must be available in cockpit.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed (All Gloves must be serviceable).*

Reference(s)

(o) *Refer to OpsProc 25-65-05A Fireproof Gloves*

25-65-06	Megaphone

Ident.: MI-25-65-00011961.0001001 / 13 APR 16
Applicable to: ALL

25-65-06A

Repair interval	Nbr installed	Nbr required	Placard
–	**2**	**2**	**No**

Both must be operative.

25-65-07	FCRC Flashlight

Ident.: MI-25-65-00024883.0001001 / 11 JAN 19
Applicable to: ALL

25-65-07A FCRC Used

Repair interval	Nbr installed	Nbr required	Placard
–	**1**	**1**	**No**

One must be operative.

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25-65-07B FCRC Not Used

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

One may be inoperative or missing provided that the associated FCRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *Refer to FOM for crew duty and rest time limitation.*

25-65-08	**CCRC Flashlight**

Ident.: MI-25-65-00024884.0001001 / 11 JAN 19
Applicable to: ALL

25-65-08A CCRC Used

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

One must be operative.

25-65-08B CCRC Not Used

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

All may be inoperative or missing provided that the CCRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *Refer to CCOM for crew duty and rest time limitation.*

25-66-01	Life Vest

Ident.: MI-25-66-00011962.0001001 / 11 MAR 22
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-66-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**360**	**–**	**Yes**

One or more may be inoperative or missing provided that:

1) The associated seat is placarded "DO NOT OCCUPY" and is not used, and

2) One life vest is available for each crewmember, each passenger and each infant on board.

Refer to Item 25-21-01 Passenger Seat
Refer to Item 25-22-01 Cabin Attendant Seat
Refer to Item 25-12-01 Third Occupant Seat
Refer to Item 25-13-01 Fourth Occupant Seat

Note: ***Notify Dispatch.***

Note: *The number installed of life vest:*

- *For crew is 17.*
- *For passenger is 318 (include spare life vest).*
- *For infant is 25.*

25-66-01	Life Vest

2 Ident.: MI-25-66-00011962.9000109 / 12 JAN 24
Applicable to: B-18919

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3 **25-66-01A**

Repair interval	Nbr installed	Nbr required	Placard
C	**345**	**–**	**Yes**

One or more may be inoperative or missing provided that:

1) The associated seat is placarded "DO NOT OCCUPY" and is not used, and

2) One life vest is available for each crewmember, each passenger and each infant on board.

Refer to Item 25-21-01 Passenger Seat
Refer to Item 25-22-01 Cabin Attendant Seat
Refer to Item 25-12-01 Third Occupant Seat
Refer to Item 25-13-01 Fourth Occupant Seat

Note: ***Notify Dispatch.***

Note: *The number installed of life vest:*

- *For crew is 15.*
- *For passenger is 305 (include spare life vest).*
- *For infant is 25.*

25-66-02	Supplemental Survival Kit

Ident.: MI-25-66-00011964.0001001 / 13 APR 16
Applicable to: ALL

25-66-02B Associated door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

One may be inoperative or missing provided that associated door is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

25-69-01	Fixed (Automatic) Emergency Locator Transmitter

Ident.: MI-25-69-00011965.0001001 / 22 JAN 21
Applicable to: ALL

25-69-01A ELT inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

May be inoperative provided that:

1) Both portable ELTs are operative, and

2) The aircraft may be dispatched on a flight or series of flights until next back to TAIWAN.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TAIWAN is not allowed.*

Note: *The aircraft dispatcher must monitor and track the aircraft's position during the flight.*

25-69-01B ELT removed to prevent spurious transmission

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(m) May be inoperative provided that:

1) Both portable ELTs are operative, and

2) The aircraft may be dispatched on a flight or series of flights until next back to TAIWAN.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TAIWAN is not allowed.*

Note: *The aircraft dispatcher must monitor and track the aircraft's position during the flight.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-25-69-33-00ZZZ-560Z-A*

25-69-02 Low Frequency - Underwater Locator Beacon (LF-ULB)

Ident.: MI-25-69-00024642.0001001 / 06 JUL 18
Applicable to: ALL

25-69-02B Overwater flight

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative or missing provided that the fixed ELT is operative.

25-90-50	**Non-Essential Equipment & Furnishings (NEF)**

Ident.: MI-25-90-90000012.9000016 / 05 OCT 18
Applicable to: ALL

25-90-50A NEF Decision Tree

Repair interval	Nbr installed	Nbr required	Placard
–	**–**	**0**	**No**

(m) May be inoperative, damaged or missing provided that item(s) is deferred in accordance with NEF deferral program. The NEF deferral program, procedures, processes and list are outlined as the following maintenance procedure.

Note: *Exterior lavatory door ashtrays are not considered NEF items.*

Reference(s)

(m) *Refer to 25-90-50 25-90-50A Non-Essential Equipment & Furnishings (NEF) (for NEF Decision Tree)*

25-90-50B NEF Deferral List

Repair interval	Nbr installed	Nbr required	Placard
–	**–**	**0**	**No**

(m) May be inoperative, damaged or missing provided that item(s) is deferred in accordance with NEF deferral program. The NEF deferral program, procedures, processes and list are outlined as the following maintenance procedure.

Note: *Exterior lavatory door ashtrays are not considered NEF items.*

Reference(s)

(m) *Refer to 25-90-50 25-90-50B Non-Essential Equipment & Furnishings (NEF) (for NEF Deferral List)*

25-90-51	"Fasten Seat Belt While Seated" Placards

Ident.: MI-25-90-90000055.9000065 / 05 OCT 18
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

25-90-51A

Repair interval	Nbr installed	Nbr required	Placard
C	**306**	**–**	**No**

One or more placards may be illegible or missing provided that a legible placard is visible from each occupied passenger seat.

25-90-51	"Fasten Seat Belt While Seated" Placards

2 Ident.: MI-25-90-90000055.9000110 / 12 JAN 24
Applicable to: B-18919

3
25-90-51A

Repair interval	Nbr installed	Nbr required	Placard
C	**300**	**–**	**No**

One or more placards may be illegible or missing provided that a legible placard is visible from each occupied passenger seat.

25-90-52	Exterior Placard/Marking

Ident.: MI-25-90-90000056.9000066 / 05 OCT 18
Applicable to: ALL

25-90-52A Associated Placard/Marking of emergency exit on fuselage

Repair interval	Nbr installed	Nbr required	Placard
C	**–**	**–**	**No**

(m) May be missing or illegible provided that the Placard/Marking is required in maintenance control.

Reference(s)

(m) *Refer to 25-90-52 25-90-52A(B)(C) Exterior Placard/Marking*

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25-90-52B Placard/Marking contains warning/caution on fuselage/wing/engine

Repair interval	Nbr installed	Nbr required	Placard
C	**–**	**–**	**No**

(m) May be missing or illegible provided that the Placard/Marking is required in maintenance control.

Reference(s)

(m) *Refer to 25-90-52 25-90-52A(B)(C) Exterior Placard/Marking*

25-90-52C Other Placard/Marking except 25-90-52A and 25-90-52B

Repair interval	Nbr installed	Nbr required	Placard
D	**–**	**–**	**No**

(m) May be missing or illegible provided that the Placard/Marking is required in maintenance control.

Reference(s)

(m) *Refer to 25-90-52 25-90-52A(B)(C) Exterior Placard/Marking*

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26-01-01 LED in ENG FIRE pb-sw

Ident.: MI-26-01-00011801.0001001 / 13 APR 16
Applicable to: ALL

26-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**16**	**8**	**No**

A maximum of four LEDs in each ENG FIRE pb-sw may be inoperative.

26-01-02 LED in APU FIRE pb-sw

Ident.: MI-26-01-00011802.0001001 / 13 APR 16
Applicable to: ALL

26-01-02A A maximum of four LEDs inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**4**	**No**

A maximum of four LEDs may be inoperative.

26-01-02B Five or more LEDs inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**No**

Five or more LEDs may be inoperative provided that the APU is considered inoperative.
Refer to Item 49-10-01 APU Power Plant

Note: ***Notify Dispatch.***

26-01-03 ENG AGENT pb DISCH light

Ident.: MI-26-01-00011803.0001001 / 13 APR 16
Applicable to: ALL

26-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

26-01-04 ENG AGENT pb SQUIB light

Ident.: MI-26-01-00011804.0001001 / 13 APR 16
Applicable to: ALL

26-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

26-01-05 APU AGENT pb DISCH light

Ident.: MI-26-01-00011806.0001001 / 13 APR 16
Applicable to: ALL

26-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

26-01-06 APU AGENT pb SQUIB light

Ident.: MI-26-01-00011807.0001001 / 13 APR 16
Applicable to: ALL

26-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

26-01-31 FIRE TEST pb

Ident.: MI-26-01-00011814.0001001 / 13 APR 16
Applicable to: ALL

26-01-31A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(m) May be inoperative provided that the maintenance fire test is performed before the first MEL dispatch and then before the first flight of each day.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-26-21-XX-01ZZZ-560Z-A*

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26-02-01	AGENT TO FWD(AFT) pb SMOKE light

Ident.: MI-26-02-00020651.0001001 / 13 APR 16
Applicable to: ALL

26-02-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**Yes**

One or both may be inoperative for 10 consecutive calendar days.

26-02-02	AGENT TO FWD(AFT) pb DISCH light

Ident.: MI-26-02-00012492.0001001 / 13 APR 16
Applicable to: ALL

26-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

26-02-03	BTL1(2) light

Ident.: MI-26-02-00012498.0001001 / 13 APR 16
Applicable to: ALL

26-02-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

Intentionally left blank

26-03-01 IFEC pb-sw SMOKE light

Ident.: MI-26-03-00012499.0001001 / 13 APR 16
Applicable to: ALL

26-03-01A IFEC available

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

26-03-01B IFEC pb-sw set to off

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative provided that the IFEC pb-sw is set to OFF.

26-03-02 IFEC pb-sw OFF light

Ident.: MI-26-03-00012500.0001001 / 13 APR 16
Applicable to: ALL

26-03-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

Intentionally left blank

26-04-01 MLG BAY FIRE light

Ident.: MI-26-04-00011808.0001001 / 13 APR 16
Applicable to: ALL

26-04-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

Intentionally left blank

26-05-01	AVNCS SMOKE light

Ident.: MI-26-05-00024202.0001001 / 05 APR 17
Applicable to: ALL

26-05-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

Intentionally left blank

26-10-01 Engine Fire Detection Loop

Ident.: MI-26-10-00011824.0002001 / 12 SEP 18
Applicable to: ALL

26-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

(o) One may be inoperative on each engine.

Reference(s)

(o) *Refer to OpsProc 26-10-01A Engine Fire Detection Loop*

26-10-02 APU Fire Detection Loop

Ident.: MI-26-10-00011825.0002001 / 11 JAN 19
Applicable to: ALL

26-10-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 26-10-02A APU Fire Detection Loop (one inoperative)*

26-10-02B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both may be inoperative provided that the APU is considered inoperative.
Refer to Item 49-10-01 APU Power Plant

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 26-10-02B APU Fire Detection Loop (both inoperative)*

26-10-03 APU Fire Detection

Ident.: MI-26-10-00011826.0001001 / 11 JAN 19
Applicable to: ALL

26-10-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that the APU is considered inoperative.
Refer to Item 49-10-01 APU Power Plant

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 26-10-03A APU Fire Detection*

26-10-04 MLG Bay Fire Detection Loop

Ident.: MI-26-10-00011827.0001001 / 13 APR 16
Applicable to: ALL

26-10-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

26-10-05 Engine Conversion Module Channel

Ident.: MI-26-10-00011828.0001001 / 13 APR 16
Applicable to: ALL

26-10-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

(o) One may be inoperative on each engine.

Reference(s)

(o) *Refer to OpsProc 26-10-05A Engine Conversion Module Channel*

26-10-06	APU/MLG Bay Conversion Module Channel

Ident.: MI-26-10-00011829.0001001 / 13 APR 16
Applicable to: ALL

26-10-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 26-10-06A APU/MLG Bay Conversion Module Channel*

26-10-07	Fire Protection Function 1

Ident.: MI-26-10-00011830.0001001 / 13 APR 16
Applicable to: ALL

26-10-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 26-10-07A Fire Protection Function 1*

26-10-08	Fire Protection Function 2

Ident.: MI-26-10-00011831.0001001 / 13 APR 16
Applicable to: ALL

26-10-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

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Reference(s)

(o) *Refer to OpsProc 26-10-08A Fire Protection Function 2*

26-10-09	Fire Protection Function 3

Ident.: MI-26-10-00011832.0001001 / 13 APR 16
Applicable to: ALL

26-10-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 26-10-09A Fire Protection Function 3*

26-10-10	Fire Protection Function 4

Ident.: MI-26-10-00011833.0001001 / 13 APR 16
Applicable to: ALL

26-10-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 26-10-10A Fire Protection Function 4*

26-10-11	FIRE light on ENGINE MASTER lever

Ident.: MI-26-10-00011809.0001001 / 13 APR 16
Applicable to: ALL

26-10-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

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26-15-01 Smoke Detection Redundancy

Ident.: MI-26-15-00012503.0001001 / 13 APR 16
Applicable to: ALL

26-15-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-15-02 Left Avionics Smoke Detection Redundancy

Ident.: MI-26-15-00012504.0001001 / 13 APR 16
Applicable to: ALL

26-15-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-15-03 Right Avionics Smoke Detection Redundancy

Ident.: MI-26-15-00012505.0001001 / 13 APR 16
Applicable to: ALL

26-15-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-15-04 IFE Smoke Detection Redundancy

Ident.: MI-26-15-00012506.0001001 / 13 APR 16
Applicable to: ALL

26-15-04A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-15-05 IFE Smoke Detection

Ident.: MI-26-15-00012508.0001001 / 13 APR 16
Applicable to: ALL

26-15-05A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative provided that the IFEC pb-sw set to OFF.

26-16-01	FWD Cargo Smoke Detection Redundancy

Ident.: MI-26-16-00012511.0001001 / 13 APR 16
Applicable to: ALL

26-16-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-16-02	FWD Cargo Smoke Detection

Ident.: MI-26-16-00012512.0001001 / 13 APR 16
Applicable to: ALL

26-16-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

26-16-03	AFT/BULK Cargo Smoke Detection Redundancy

Ident.: MI-26-16-00012513.0002001 / 04 OCT 16
Applicable to: ALL

26-16-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-16-04 AFT/BULK Cargo Smoke Detection

Ident.: MI-26-16-00012519.0001001 / 13 APR 16
Applicable to: ALL

26-16-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the AFT and BULK cargo compartments are empty or do not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

26-17-01	Lavatory Smoke Detection

Ident.: MI-26-17-00012515.0001001 / 05 JAN 18

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

26-17-01A Associated waste bin fire extinguisher operative

Repair interval	Nbr installed	Nbr required	Placard
B	**8**	**0**	**No**

(o) (m) One or more may be inoperative provided that:

1) The associated waste bin fire extinguisher is checked operative, and
2) The associated waste compartment flapper door is operative, and
3) A procedure is used to periodically check the absence of smoke in the associated lavatory.

Reference(s)

(o) *Refer to OpsProc 26-17-01A Lavatory Smoke Detection*
(m) *Refer to Maintenance Procedure A350-A-26-17-XX-00ZZZ-560Z-A*

26-17-01B Associated lavatory not used

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**–**	**Yes**

One or more may be inoperative provided that:

1) The associated lavatory waste receptacle is empty, and
2) The associated lavatory door is locked closed and is placarded "INOPERATIVE-DO NOT ENTER", and
3) The lavatory is not used for storage or for any other purpose.

Note: ***Notify Dispatch.***

Note: *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

26-17-01	Lavatory Smoke Detection

2 Ident.: MI-26-17-00012515.9000111 / 12 JAN 24
Applicable to: B-18919

3

26-17-01A Associated waste bin fire extinguisher operative

Repair interval	Nbr installed	Nbr required	Placard
B	**9**	**0**	**No**

(o) (m) One or more may be inoperative provided that:

1) The associated waste bin fire extinguisher is checked operative, and
2) The associated waste compartment flapper door is operative, and
3) A procedure is used to periodically check the absence of smoke in the associated lavatory.

Reference(s)

(o) *Refer to OpsProc 26-17-01A Lavatory Smoke Detection*
(m) *Refer to Maintenance Procedure A350-A-26-17-XX-00ZZZ-560Z-A*

26-17-01B Associated lavatory not used

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**–**	**Yes**

One or more may be inoperative provided that:

1) The associated lavatory waste receptacle is empty, and
2) The associated lavatory door is locked closed and is placarded "INOPERATIVE-DO NOT ENTER", and
3) The lavatory is not used for storage or for any other purpose.

Note: ***Notify Dispatch.***

Note: *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

26-18-01	FCRC Smoke Detection

Ident.: MI-26-18-00012516.0001001 / 13 APR 16
Applicable to: ALL

26-18-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

(o) May be inoperative provided that:
1) The FCRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER", and
2) The FCRC is not used for storage of for any other purpose, and
3) A procedure is used to periodically check the absence of smoke in the FCRC.

Note: ***Notify Dispatch.***

Note: *Refer to FOM for crew duty and rest time limitation.*

Reference(s)

(o) *Refer to OpsProc 26-18-01A FCRC Smoke Detection*

26-18-02	CCRC Smoke Detection Redundancy

Ident.: MI-26-18-00012517.0001001 / 10 JUL 19
Applicable to: ALL

26-18-02A CCRC Smoke Detector Inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-18-02B CCRC Smoke Detector Deactivated

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(m) One may be inoperative for 90 consecutive calendar days provided that:
1) The inoperative CCRC smoke detector is deactivated, and
2) The SMOKE CABIN REST DET REDUNDANCY message is displayed on the DISPATCH page after the deactivation.

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Reference(s)

(m) *Refer to Maintenance Procedure A350-A-26-18-XX-00ZZZ-560Z-A*

26-18-03	CCRC Smoke Detection

Ident.: MI-26-18-00012518.0001001 / 13 APR 16
Applicable to: ALL

26-18-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

(o) May be inoperative provided that:
1) The CCRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER", and
2) The CCRC is not used for storage or for any other purpose, and
3) A procedure is used to periodically check the absence of smoke in the CCRC.

Note: ***Notify Dispatch.***

Note: *Refer to CCOM for crew duty and rest time limitation.*

Reference(s)

(o) *Refer to OpsProc 26-18-03A CCRC Smoke Detection*

26-20-01	Engine Fire Extinguishing Bottle Monitoring

Ident.: MI-26-20-00011844.0001001 / 13 APR 16
Applicable to: ALL

26-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

(o) (m) One or more may be inoperative provided that the associated fire extinguishing bottle is checked to be correctly charged.

Reference(s)

(o) *Refer to OpsProc 26-20-01A Engine Fire Extinguishing Bottle Monitoring*
(m) *Refer to Maintenance Procedure A350-A-26-21-XX-00ZZZ-560Z-A*

26-20-02	APU Fire Extinguishing Bottle Monitoring

Ident.: MI-26-20-00011845.0001001 / 13 APR 16
Applicable to: ALL

26-20-02A APU bottle correctly charged

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that the APU fire extinguishing bottle is checked to be correctly charged.

Reference(s)

(o) *Refer to OpsProc 26-20-02A APU Fire Extinguishing Bottle Monitoring (APU bottle correctly charged)*
(m) *Refer to Maintenance Procedure A350-A-26-22-XX-01ZZZ-560Z-A*

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26-20-02B APU not used

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the APU is considered inoperative.
Refer to Item 49-10-01 APU Power Plant

Note: ***Notify Dispatch.***

26-20-03	Squib of the APU Fire Extinguishing Bottle

Ident.: MI-26-20-00011847.0002001 / 05 JAN 18
Applicable to: ALL

26-20-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 26-20-03A Squib of the APU Fire Extinguishing Bottle (one inoperative)*

26-20-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both may be inoperative provided that the APU is considered inoperative.
Refer to Item 49-10-01 APU Power Plant

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 26-20-03B Squib of the APU Fire Extinguishing Bottle (both inoperative)*

26-20-04 Squib Redundancy of the Engine Fire Extinguishing Bottle

Ident.: MI-26-20-00024429.0001001 / 05 JAN 18
Applicable to: ALL

26-20-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

(o) One or more may be inoperative.

Note: Two squibs are installed on each fire extinguishing bottle. The number installed of this MEL item is 4 and dedicated to one squib redundancy of each bottle.

Reference(s)

(o) *Refer to OpsProc 26-20-04A Squib Redundancy of the Engine Fire Extinguishing Bottle*

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26-23-01	FWD Cargo Fire Extinguishing System Redundancy

Ident.: MI-26-23-00012520.0001001 / 13 APR 16
Applicable to: ALL

26-23-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-23-02	FWD Cargo Fire Extinguishing System

Ident.: MI-26-23-00012521.0001001 / 13 APR 16
Applicable to: ALL

26-23-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

26-23-03	AFT/BULK Cargo Fire Extinguishing System Redundancy

Ident.: MI-26-23-00012523.0001001 / 13 APR 16
Applicable to: ALL

26-23-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-23-04 AFT/BULK Cargo Fire Extinguishing System

Ident.: MI-26-23-00012525.0001001 / 13 APR 16
Applicable to: ALL

26-23-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the AFT and BULK cargo compartments are empty or do not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

26-23-05 Cargo Fire Extinguishing System Redundancy

Ident.: MI-26-23-00012526.0001001 / 13 APR 16
Applicable to: ALL

26-23-05A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-23-06 Cargo Fire Extinguishing System

Ident.: MI-26-23-00012527.0001001 / 13 APR 16
Applicable to: ALL

26-23-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the FWD, AFT and BULK cargo compartments are empty or do not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

26-23-07 Cargo Fire Extinguishing System Bottle 1 Redundancy

Ident.: MI-26-23-00012528.0001001 / 13 APR 16
Applicable to: ALL

26-23-07A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-23-08 Cargo Fire Extinguishing System Bottle 1

Ident.: MI-26-23-00012529.0001001 / 13 APR 16
Applicable to: ALL

26-23-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the FWD, AFT and BULK cargo compartments are empty or do not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

26-23-09 Cargo Fire Extinguishing System Bottle 2 Redundancy

Ident.: MI-26-23-00012530.0001001 / 13 APR 16
Applicable to: ALL

26-23-09A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 90 consecutive calendar days.

26-23-10 Cargo Fire Extinguishing System Bottle 2

Ident.: MI-26-23-00012531.0001001 / 13 APR 16
Applicable to: ALL

26-23-10B

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the FWD, AFT and BULK cargo compartments are empty or do not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

26-24-01	Cabin Portable Fire Extinguisher

Ident.: MI-26-24-00012493.0001001 / 12 JAN 24
Applicable to: ALL

1 **26-24-01A**

Repair interval	Nbr installed	Nbr required	Placard
D	**9**	**5**	**Yes**

One or more non required portable fire extinguisher may be inoperative or missing provided that:

1) The inoperative fire extinguisher is tagged “INOPERATIVE”, remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and
2) Location placarding is removed or obscured, and
3) The required fire extinguisher distribution is maintained.

Note: *Inoperative portable fire extinguisher removed from a certified location may be subject to dangerous goods requirements, and refer to GOM Chapter 5 & 6 and DGOM Section 6 & 7.*

26-24-02	Cockpit Portable Fire Extinguisher

Ident.: MI-26-24-00012494.0001001 / 13 APR 16
Applicable to: ALL

26-24-02A

Repair interval	Nbr installed	Nbr required	Placard
–	**1**	**1**	**No**

Must be operative.

26-24-03	CRC Portable Fire Extinguisher

Ident.: MI-26-24-00012495.0001001 / 12 JAN 24
Applicable to: ALL

2 **26-24-03A**

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative or missing provided that:

1) The associated CRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER", and
2) The associated CRC is not used for storage or for any other purpose, and
3) The inoperative fire extinguisher is tagged “INOPERATIVE”, remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and
4) Location placarding is removed or obscured.

Note: ***Notify Dispatch.***

Note: *Refer to FOM/CCOM for crew duty and rest time limitation.*

Note: *Inoperative portable fire extinguisher removed from a certified location may be subject to dangerous goods requirements, and refer to GOM Chapter 5 & 6 and DGOM Section 6 & 7.*

26-25-01 Lavatory Waste Bin Fire Extinguisher

Ident.: MI-26-25-00012496.0001001 / 05 JAN 18

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

26-25-01A Associated lavatory available

Repair interval	Nbr installed	Nbr required	Placard
B	**8**	**4**	**No**

(o) One or more may be inoperative provided that a procedure is used to periodically check the absence of smoke in the associated lavatory.

Reference(s)

(o) *Refer to OpsProc 26-25-01A Lavatory Waste Bin Fire Extinguisher (associated lavatory available)*

26-25-01B Associated lavatory not used

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**–**	**Yes**

(o) One or more may be inoperative provided that:
1) The associated lavatory waste compartment is empty, and
2) The associated lavatory door is locked closed and is placarded "INOPERATIVE-DO NOT ENTER", and
3) Lavatory is used only by crewmembers.

Note: ***Notify Dispatch.***

Note: *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

Reference(s)

(o) *Refer to OpsProc 26-25-01B Lavatory Waste Bin Fire Extinguisher (associated lavatory not used)*

26-25-01	Lavatory Waste Bin Fire Extinguisher

2 Ident.: MI-26-25-00012496.9000113 / 12 JAN 24
Applicable to: B-18919

26-25-01A Associated lavatory available

Repair interval	Nbr installed	Nbr required	Placard
B	**9**	**4**	**No**

(o) One or more may be inoperative provided that a procedure is used to periodically check the absence of smoke in the associated lavatory.

Reference(s)

(o) *Refer to OpsProc 26-25-01A Lavatory Waste Bin Fire Extinguisher (associated lavatory available)*

26-25-01B Associated lavatory not used

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**–**	**Yes**

(o) One or more may be inoperative provided that:

1) The associated lavatory waste compartment is empty, and
2) The associated lavatory door is locked closed and is placarded "INOPERATIVE-DO NOT ENTER", and
3) Lavatory is used only by crewmembers.

Note: ***Notify Dispatch.***

Note: *These provisos are not intended to prohibit lavatory use or inspections by crewmembers.*

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

Reference(s)

(o) *Refer to OpsProc 26-25-01B Lavatory Waste Bin Fire Extinguisher (associated lavatory not used)*

27-01-01 PRIM pb-sw FAULT light

Ident.: MI-27-01-00018580.0001001 / 13 APR 16
Applicable to: ALL

27-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

(o) One or more may be inoperative provided that the associated PRIM 1(2)(3) indication is operative on the F/CTL SD page.

Reference(s)

(o) *Refer to OpsProc 27-01-01A PRIM pb-sw FAULT light*

27-01-02 PRIM pb-sw OFF light

Ident.: MI-27-01-00018582.0001001 / 13 APR 16
Applicable to: ALL

27-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more may be inoperative.

27-01-03 SEC pb-sw FAULT light

Ident.: MI-27-01-00018583.0001001 / 13 APR 16
Applicable to: ALL

27-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

(o) One or more may be inoperative provided that the associated SEC 1(2)(3) indication is operative on the F/CTL SD page.

Reference(s)

(o) *Refer to OpsProc 27-01-03A SEC pb-sw FAULT light*

27-01-04 SEC pb-sw OFF light

Ident.: MI-27-01-00018585.0001001 / 13 APR 16
Applicable to: ALL

27-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more may be inoperative.

27-02-01 RUDDER TRIM RESET pb

Ident.: MI-27-02-00018587.0001001 / 13 APR 16
Applicable to: ALL

27-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the RUDDER TRIM selector is operative.

Reference(s)

(o) *Refer to OpsProc 27-02-01A RUDDER TRIM RESET pb*

27-02-02 RUDDER TRIM selector

Ident.: MI-27-02-00018590.0001001 / 13 APR 16
Applicable to: ALL

27-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that one AP is operative.

Reference(s)

(o) *Refer to OpsProc 27-02-02A RUDDER TRIM selector*

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27-09-01	F/CTL HYD SENSOR Message

Ident.: MI-27-09-00018645.0001001 / 13 APR 16
Applicable to: ALL

27-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(m) May be displayed on the DISPATCH page provided that:
1) All the electrical actuators are checked operative, and
2) Hydraulic circuit monitoring by the PRIMs is checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-XX-XX-00ZZZ-560Z-A*

27-09-02	F/CTL MOST ACCELEROMETERS Message

Ident.: MI-27-09-00018646.0001001 / 13 APR 16
Applicable to: ALL

27-09-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page provided that all IRs are operative.

27-09-03 F/CTL INR FLAPS LOAD SENSOR DISAGREE Message

Ident.: MI-27-09-00019775.0001001 / 13 APR 16
Applicable to: ALL

27-09-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page for 3 flights provided that both flap systems are operative.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

27-09-04 F/CTL L(R) OUTR FLAP LOAD SENSOR DISAGREE Message

Ident.: MI-27-09-00019776.0001001 / 13 APR 16
Applicable to: ALL

27-09-04A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(m) One or both may be displayed on the DISPATCH page for 3 flights provided that:
1) Both flap systems are operative, and
2) The associated outer flap is visually inspected before each flight.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-5X-XX-00ZZZ-560Z-A*

27-09-05	F/CTL FLAPS TIP BRK TEST REQUIRED Message

Ident.: MI-27-09-00019777.0001001 / 13 APR 16
Applicable to: ALL

27-09-05A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page for 3 flights.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

27-09-06	F/CTL SLATS TIP BRK TEST REQUIRED Message

Ident.: MI-27-09-00019778.0001001 / 13 APR 16
Applicable to: ALL

27-09-06A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page for 3 flights.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

27-09-07	F/CTL PART GND STATUS INPUTS Message

Ident.: MI-27-09-00024198.0001001 / 01 JUN 17
Applicable to: ALL

27-09-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page provided that all PRIMs and SECs are operative.

27-09-08 F/CTL ADR/IR/ISIS DATA REDUNDANCY Message

Ident.: MI-27-09-00024593.0001001 / 06 DEC 17
Applicable to: ALL

27-09-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page.

27-14-01	Outer Aileron Green Hydraulic Actuator

Ident.: MI-27-14-00023034.0001001 / 13 APR 16
Applicable to: ALL

27-14-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 10 consecutive calendar days provided that:

1) All outer ailerons yellow hydraulic actuators are operative, and
2) All inner ailerons hydraulic actuators are operative, and
3) All spoilers are operative, and
4) The hard damping function of the affected actuator is checked operative before each flight, and
5) Both electrical actuators of the inner ailerons are checked operative, and
6) The TOW is checked below 270 t (596 klb).

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-14-01A Outer Aileron Green Hydraulic Actuator*
(m) *Refer to Maintenance Procedure A350-A-27-14-XX-02ZZZ-560Z-A*

27-14-02	Outer Aileron Yellow Hydraulic Actuator

Ident.: MI-27-14-00023035.0001001 / 13 APR 16
Applicable to: ALL

27-14-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 10 consecutive calendar days provided that:

1) All outer ailerons green hydraulic actuators are operative, and
2) All inner ailerons hydraulic actuators are operative, and
3) All spoilers are operative, and
4) The hard damping function of the affected actuator is checked operative before each flight, and
5) The TOW is checked below 270 t (596 klb).

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-14-02A Outer Aileron Yellow Hydraulic Actuator*
(m) *Refer to Maintenance Procedure A350-A-27-14-XX-03ZZZ-560Z-A*

27-14-03	Outer Aileron Pressure Sensor

Ident.: MI-27-14-00018591.0001001 / 13 APR 16
Applicable to: ALL

27-14-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**No**

(o) (m) One or more may be inoperative provided that:

1) The TOW is checked below 270 t (596 klb), and
2) All outer ailerons hydraulic actuators are checked operative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-14-03A Outer Aileron Pressure Sensor*
(m) *Refer to Maintenance Procedure A350-A-27-14-XX-01ZZZ-560Z-A*

27-14-04 Inner Aileron Hydraulic Actuator

Ident.: MI-27-14-00023036.0002001 / 01 DEC 23
Applicable to: ALL

27-14-04A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 10 consecutive calendar days provided that:

1) All spoilers are operative, and
2) The damping function of the affected actuator is checked operative before each flight, and
3) The affected inner aileron electrical actuator is checked operative, and
4) The TOW is checked below 275 t (606 klb).

<u>Note:</u> ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-14-04A Inner Aileron Hydraulic Actuator*
(m) *Refer to Maintenance Procedure A350-A-27-14-XX-05ZZZ-560Z-A*

27-14-05 Inner Aileron EHA Redundancy

Ident.: MI-27-14-00025100.0001001 / 03 JUL 20
Applicable to: ALL

27-14-05A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(m) One may be inoperative for 5 flights provided that:

1) The associated inner aileron hydraulic actuator is operative, and
2) The affected EHA is manually refilled before each flight, and
3) The active mode of the affected EHA is checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-14-XX-12ZZZ-560Z-A*

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27-22-01	Rudder Trim System

Ident.: MI-27-22-00018593.0001001 / 13 APR 16
Applicable to: ALL

27-22-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that the affected rudder trim system is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-22-XX-02ZZZ-560Z-A*

27-22-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) (m) Both may be inoperative provided that:

1) Both rudder trim systems are deactivated, and
2) One AP is operative, and
3) CAT II/III operations are not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-22-01B Rudder Trim System (both inoperative)*
(m) *Refer to Maintenance Procedure A350-A-27-22-XX-00ZZZ-560Z-A*

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27-24-01 Rudder Hydraulic Actuator

1 Ident.: MI-27-24-00018596.0003001 / 12 JAN 24
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918

27-24-01A Applicable to POST SB A350-42-P017

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(m) One may be inoperative for 10 consecutive calendar days provided that:
1) The rudder isolation valve of the affected actuator is deactivated closed, and
2) The damping function of the affected hydraulic actuator and of the electrical actuator are checked operative, and
3) The rudder hydraulic and electrical actuators double pressurization is activated, and
4) The F/CTL RUDDER G(Y) ACTUATOR SECURED is displayed on the DISPATCH page after the activation of the hydraulic and electrical double pressurization, and
5) The rudder electrical actuator is checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-24-XX-00ZZZ-560Z-A*

27-24-01B Applicable to PRE SB A350-42-P017

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(m) One may be inoperative for 10 consecutive calendar days provided that:
1) The rudder isolation valve of the affected actuator is deactivated closed, and
2) The damping function of the affected hydraulic actuator and of the electrical actuator are checked operative, and
3) The rudder hydraulic and electrical actuators double pressurization is activated, and
4) The rudder electrical actuator is checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-24-XX-00ZZZ-560Z-A*

27-24-01 Rudder Hydraulic Actuator

Ident.: MI-27-24-00018596.0004001 / 12 JAN 24
2 **Applicable to: B-18919**

3 ### 27-24-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(m) One may be inoperative for 10 consecutive calendar days provided that:
1) The rudder isolation valve of the affected actuator is deactivated closed, and
2) The damping function of the affected hydraulic actuator and of the electrical actuator are checked operative, and
3) The rudder hydraulic and electrical actuators double pressurization is activated, and
4) The F/CTL RUDDER G(Y) ACTUATOR SECURED is displayed on the DISPATCH page after the activation of the hydraulic and electrical double pressurization, and
5) The rudder electrical actuator is checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-24-XX-00ZZZ-560Z-A*

27-24-02 Rudder Pressure Sensor

Ident.: MI-27-24-00018599.0002001 / 06 DEC 17
Applicable to: ALL

27-24-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

(m) One or more may be inoperative provided that:
1) The rudder hydraulic actuators are checked operative, and
2) The rudder hydraulic and electrical actuators double pressurization is activated, and
3) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 10 days.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-24-XX-01ZZZ-560Z-A*

27-24-03	Rudder Pedal Adjustment System

Ident.: MI-27-24-00018601.0001001 / 13 APR 16
Applicable to: ALL

27-24-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that:
1) The full and unrestricted movement of the rudder pedals and the brake pedals deflection is possible on both flight crew member sides, and
2) The rudder pedals can be secured in a position which is acceptable to the flight crew member on the affected side.

Reference(s)

(o) *Refer to OpsProc 27-24-03A Rudder Pedal Adjustment System*

27-24-04	Rudder Elec Actuator Redundancy

Ident.: MI-27-24-00025101.0001001 / 03 JUL 20
Applicable to: ALL

27-24-04A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(m) May be inoperative for 5 flights provided that:
1) Both rudder hydraulic actuators are operative, and
2) The affected EHA is manually refilled before each flight, and
3) The active mode of the affected EHA is checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-24-XX-03ZZZ-560Z-A*

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27-34-01	Elevator Elec Actuator Redundancy

Ident.: MI-27-34-00025102.0001001 / 03 JUL 20
Applicable to: ALL

27-34-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(m) One may be inoperative for 5 flights provided that:
- **1)** The affected EHA is manually refilled before each flight, and
- **2)** The active mode of the affected EHA is checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-34-XX-02ZZZ-560Z-A*

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27-44-01	Stabilizer Electrical Motor E1

Ident.: MI-27-44-00018603.0001001 / 02 FEB 17
Applicable to: ALL

27-44-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:

1) Both FCDCs are operative, and
2) The stabilizer electrical motor E3 is operative, and
3) The stabilizer electrical motor E1 is deactivated, and
4) The monitoring of the stabilizer by the FWS is checked operative, and
5) The stabilizer is checked fully operative, and
6) Both electrical actuators of the elevators are checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-44-XX-00ZZZ-560Z-A*

27-44-02	Stabilizer Electrical Motor E3

Ident.: MI-27-44-00018604.0001001 / 13 APR 16
Applicable to: ALL

27-44-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:

1) Both FCDCs are operative, and
2) The stabilizer electrical motor E1 is operative, and
3) The stabilizer electrical motor E3 is deactivated, and
4) The monitoring of the stabilizer by the FWS is checked operative, and
5) The stabilizer is checked fully operative, and
6) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 10 days.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-44-XX-01ZZZ-560Z-A*

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27-51-01 Flap System 1

1 Ident.: MI-27-51-00019779.0001001 / 12 JAN 24
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918

27-51-01A Applicable to POST SB A350-42-P017

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 3 flights provided that:
1) The flap system 1 is deactivated, and
2) Communication between slats/flaps systems and PRIMs is checked operative, and
3) The flap system 2 and the flap PCU 2 are operative, and
4) Both slat systems are operative.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 27-51-01A Flap System 1*
(m) *Refer to Maintenance Procedure A350-A-27-51-XX-00ZZZ-560Z-A*

27-51-01B Applicable to PRE SB A350-42-P017

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 3 flights provided that:
1) The flap system 1 is deactivated, and
2) Communication between slats/flaps systems and PRIMs is checked operative, and
3) The wing tip brake function is checked operative, and
4) The flap system 2 and the flap PCU 2 are operative, and
5) Both slat systems are operative.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

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Reference(s)

(o) *Refer to OpsProc 27-51-01B Flap System 1*
(m) *Refer to Maintenance Procedure A350-A-27-51-XX-00ZZZ-560Z-A*

27-51-01	Flap System 1

Ident.: MI-27-51-00019779.0002001 / 12 JAN 24
2 **Applicable to: B-18919**

27-51-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 3 flights provided that:

1) The flap system 1 is deactivated, and
2) Communication between slats/flaps systems and PRIMs is checked operative, and
3) The flap system 2 and the flap PCU 2 are operative, and
4) Both slat systems are operative.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 27-51-01A Flap System 1*
(m) *Refer to Maintenance Procedure A350-A-27-51-XX-00ZZZ-560Z-A*

27-51-02	Flap System 2

3 Ident.: MI-27-51-00017081.0001001 / 12 JAN 24
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918

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27-51-02A Applicable to POST SB A350-42-P017

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 3 flights provided that:

1) The flap system 2 is deactivated, and
2) Communication between slats/flaps systems and PRIMs is checked operative, and
3) The flap system 1 is operative, and
4) Both slat systems are operative, and
5) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 27-51-02A Flap System 2*
(m) *Refer to Maintenance Procedure A350-A-27-51-XX-01ZZZ-560Z-A*

27-51-02B Applicable to PRE SB A350-42-P017

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 3 flights provided that:

1) The flap system 2 is deactivated, and
2) Communication between slats/flaps systems and PRIMs is checked operative, and
3) The wing tip brake function is checked operative, and
4) The flap system 1 is operative, and
5) Both slat systems are operative, and
6) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

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Reference(s)

(o) *Refer to OpsProc 27-51-02B Flap System 2*
(m) *Refer to Maintenance Procedure A350-A-27-51-XX-01ZZZ-560Z-A*

27-51-02	Flap System 2

Ident.: MI-27-51-00017081.0002001 / 12 JAN 24
4 **Applicable to: B-18919**

27-51-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) **(m)** May be inoperative for 3 flights provided that:
1) The flap system 2 is deactivated, and
2) Communication between slats/flaps systems and PRIMs is checked operative, and
3) The flap system 1 is operative, and
4) Both slat systems are operative, and
5) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 27-51-02A Flap System 2*
(m) *Refer to Maintenance Procedure A350-A-27-51-XX-01ZZZ-560Z-A*

27-51-03	Flap PCU 2

Ident.: MI-27-51-00017082.0001001 / 14 JUN 16
Applicable to: ALL

27-51-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) The flap system 1 is operative, and
2) Both slat systems are operative.

Reference(s)

(o) *Refer to OpsProc 27-51-03A Flap PCU 2*

27-51-04	Flap Wing Tip Brake Sensor

Ident.: MI-27-51-00019781.0001001 / 13 APR 16
Applicable to: ALL

27-51-04A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

One or both may be inoperative for 3 flights.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

27-51-05 Flap ADGB Control

Ident.: MI-27-51-00017083.0001001 / 13 APR 16
Applicable to: ALL

27-51-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) The slat system 1 is operative, and
2) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-51-05A Flap ADGB Control*

27-51-06 Flap System 1 ADGB Brake

Ident.: MI-27-51-00017084.0001001 / 13 APR 16
Applicable to: ALL

27-51-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the flap system 2 is operative.

27-51-07 Flap PCU 1

Ident.: MI-27-51-00023530.0001001 / 14 JUN 16
Applicable to: ALL

27-51-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) The flap system 2 is operative, and
2) Both slat systems are operative.

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Reference(s)

(o) *Refer to OpsProc 27-51-07A Flap PCU 1*

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27-64-01	Spoiler 1

Ident.: MI-27-64-00018618.0001001 / 03 JUL 20
Applicable to: ALL

27-64-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) **(m)** One may be inoperative for 5 flights provided that:

1) The affected spoiler is checked to be inactive and in the retracted position and the FLAPS lever is set to 0 before each flight, and
2) The other spoilers are operative, and
3) The landing configuration is limited to CONF 3, and
4) The TOW is checked below 270 t (596 klb), and
5) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-01A Spoiler 1 (one inoperative)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-00ZZZ-560Z-A*

27-64-01B One inoperative with a spoiler collar installed

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) **(m)** One may be inoperative provided that:

1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and
2) A spoiler collar is installed on the affected spoiler, and
3) The other spoilers are operative, and
4) The TOW is checked below 270 t (596 klb), and
5) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-01B Spoiler 1 (one inoperative with a spoiler collar installed)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-01ZZZ-560Z-A*

27-64-02	Spoiler 2

Ident.: MI-27-64-00018619.0001001 / 03 JUL 20
Applicable to: ALL

27-64-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 5 flights provided that:

1) The affected spoiler is checked to be inactive and in the retracted position and the FLAPS lever is set to 0 before each flight, and
2) The other spoilers are operative, and
3) The landing configuration is limited to CONF 3, and
4) The TOW is checked below 270 t (596 klb), and
5) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-02A Spoiler 2 (one inoperative)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-02ZZZ-560Z-A*

27-64-02B One inoperative with a spoiler collar installed

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) (m) One may be inoperative provided that:

1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and
2) A spoiler collar is installed on the affected spoiler, and
3) The other spoilers are operative, and
4) The TOW is checked below 270 t (596 klb), and
5) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-02B Spoiler 2 (one inoperative with a spoiler collar installed)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-0BZZZ-560Z-A*

27-64-03	Spoiler 3

Ident.: MI-27-64-00018620.0001001 / 03 JUL 20
Applicable to: ALL

27-64-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 5 flights provided that:

1) The affected spoiler is checked to be inactive and in the retracted position and the FLAPS lever is set to 0 before each flight, and
2) The electrical mode of the pair of spoiler 5 is checked operative, and
3) The other spoilers are operative, and
4) Takeoff is performed in CONF 1+F, and
5) The landing configuration is limited to CONF 3, and
6) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-03A Spoiler 3 (one inoperative)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-03ZZZ-560Z-A*

27-64-03B One inoperative with a spoiler collar installed

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) (m) One may be inoperative provided that:

1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and
2) The electrical mode of the pair of spoiler 5 is checked operative, and
3) A spoiler collar is installed on the affected spoiler, and
4) The other spoilers are operative, and
5) Takeoff is performed in CONF 1+F, and
6) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 27-64-03B Spoiler 3 (one inoperative with a spoiler collar installed)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-08ZZZ-560Z-A*

27-64-04	**Spoiler 4**

Ident.: MI-27-64-00018621.0001001 / 03 JUL 20
Applicable to: ALL

27-64-04A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 5 flights provided that:

1) The affected spoiler is checked to be inactive and in the retracted position and the FLAPS lever is set 0 before each flight, and
2) The electrical mode of the pair of spoiler 5 is checked operative, and
3) The other spoilers are operative, and
4) The landing configuration is limited to CONF 3, and
5) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-04A Spoiler 4 (one inoperative)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-05ZZZ-560Z-A*

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27-64-04B One inoperative with a spoiler collar installed

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) (m) One may be inoperative provided that:

1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and
2) The electrical mode of the pair of spoiler 5 is checked operative, and
3) A spoiler collar is installed on the affected spoiler, and
4) The other spoilers are operative, and
5) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-04B Spoiler 4 (one inoperative with a spoiler collar installed)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-09ZZZ-560Z-A*

27-64-05	Spoiler 6

Ident.: MI-27-64-00018622.0001001 / 03 JUL 20
Applicable to: ALL

27-64-05A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 5 flights provided that:

1) The affected spoiler is checked to be inactive and in the retracted position and the FLAPS lever is set to 0 before each flight, and
2) The electrical mode of the pair of spoiler 5 is checked operative, and
3) The other spoilers are operative, and
4) Takeoff is performed in CONF 1+F, and
5) The landing configuration is limited to CONF 3, and
6) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 27-64-05A Spoiler 6 (one inoperative)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-04ZZZ-560Z-A*

27-64-05B One inoperative with a spoiler collar installed

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) **(m)** One may be inoperative provided that:

1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and
2) The electrical mode of the pair of spoiler 5 is checked operative, and
3) A spoiler collar is installed on the affected spoiler, and
4) The other spoilers are operative, and
5) Takeoff is performed in CONF 1+F, and
6) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-05B Spoiler 6 (one inoperative with a spoiler collar installed)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-07ZZZ-560Z-A*

27-64-06	Spoiler 7

Ident.: MI-27-64-00018623.0001001 / 03 JUL 20
Applicable to: ALL

27-64-06A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 5 flights provided that:

1) The affected spoiler is checked to be inactive and in the retracted position and the FLAPS lever is set to 0 before each flight, and
2) The other spoilers are operative, and
3) The landing configuration is limited to CONF 3, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-06A Spoiler 7 (one inoperative)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-06ZZZ-560Z-A*

27-64-06B One inoperative with a spoiler collar installed

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) (m) One may be inoperative provided that:

1) The affected spoiler is checked to be inactive and in the retracted position before each flight, and
2) A spoiler collar is installed on the affected spoiler, and
3) The other spoilers are operative, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-06B Spoiler 7 (one inoperative with a spoiler collar installed)*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-0AZZZ-560Z-A*

27-64-07 Spoiler 5 Actuator Redundancy

Ident.: MI-27-64-00025107.0001001 / 12 MAY 20
Applicable to: ALL

27-64-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that the electrical mode of the EBHA is checked operative before the first MEL dispatch and then every 10 days.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-64-XX-0GZZZ-560Z-A*

27-64-08 Spoiler 5

Ident.: MI-27-64-00025226.0001001 / 11 SEP 20
Applicable to: ALL

27-64-08A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) **(m)** One may be inoperative for 5 flights provided that:

1) The affected spoiler is checked to be inactive and in the retracted position and the FLAPS lever is set to 0 before each flight, and
2) The other spoilers are operative, and
3) The landing configuration is limited to CONF 3, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-64-08A Spoiler 5*
(m) *Refer to Maintenance Procedure A350-A-27-64-XX-1CZZZ-560Z-A*

27-81-01	Slat System 1

Ident.: MI-27-81-00019782.0001001 / 24 MAR 17
Applicable to: ALL

27-81-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 3 flights provided that:

1) The slat system 1 is deactivated, and
2) Communication between slats/flaps systems and PRIMs is checked operative, and
3) The slat system 2 is operative, and
4) Both flap systems are operative, and
5) The flap PCU 2 is operative, and
6) The flap ADGB control is operative.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 27-81-01A Slat System 1*
(m) *Refer to Maintenance Procedure A350-A-27-81-XX-00ZZZ-560Z-A*

27-81-02	Slat System 2

Ident.: MI-27-81-00017086.0001001 / 24 MAR 17
Applicable to: ALL

27-81-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 3 flights provided that:

1) The slat system 2 is deactivated, and
2) Communication between slats/flaps systems and PRIMs is checked operative, and
3) The slat system 1 is operative, and
4) Both flap systems are operative, and
5) The flap PCU 2 is operative.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 27-81-02A Slat System 2*
(m) *Refer to Maintenance Procedure A350-A-27-81-XX-01ZZZ-560Z-A*

27-81-03	Slat Wing Tip Brake Sensor

Ident.: MI-27-81-00019784.0001001 / 13 APR 16
Applicable to: ALL

27-81-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

One or both may be inoperative for 3 flights.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

27-91-01 PRIM 1 Tail Bus

Ident.: MI-27-91-00018624.0002001 / 01 JUN 17
Applicable to: ALL

27-91-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:

1) All SECs, PRIM 2, and PRIM 3 are operative, and
2) All rudder actuators are operative, and
3) Both stabilizer electrical motors are operative, and
4) Both electrical actuators of the elevators are checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-34-XX-00ZZZ-560Z-A*

27-91-02 PRIM 1 Wing Bus

Ident.: MI-27-91-00018625.0002001 / 04 OCT 16
Applicable to: ALL

27-91-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that:

1) All SECs, PRIM 2, and PRIM 3 are operative, and
2) All aileron actuators are operative, and
3) All spoilers are operative, and
4) Both electrical actuators of the inner ailerons are checked operative before the first MEL dispatch and then every 6 days.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-14-XX-00ZZZ-560Z-A*

27-91-03 SEC 1 Tail Bus

Ident.: MI-27-91-00018626.0001001 / 13 APR 16
Applicable to: ALL

27-91-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
1) All PRIMs, SEC 2, and SEC 3 are operative, and
2) All rudder actuators are operative, and
3) Both stabilizer electrical motors are operative, and
4) The electrical actuator of the left elevator is checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-34-XX-00ZZZ-560Z-A*

27-91-04 SEC 1 Wing Bus

Ident.: MI-27-91-00018627.0002001 / 04 OCT 16
Applicable to: ALL

27-91-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that:
1) All PRIMs, SEC 2, and SEC 3 are operative, and
2) All aileron actuators are operative, and
3) All spoilers are operative.

27-91-05	PRIM 2 Tail Bus

Ident.: MI-27-91-00018628.0001001 / 05 OCT 18
Applicable to: ALL

27-91-05A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(m) May be inoperative for 10 consecutive calendar days provided that:
1) All SECs, PRIM 1, and PRIM 3 are operative, and
2) All rudder actuators are operative, and
3) Both stabilizer electrical motors are operative, and
4) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 6 days, and
5) The rudder electrical actuator is checked operative before the first MEL dispatch and then every 6 days.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-34-XX-00ZZZ-560Z-A*

27-91-06	PRIM 2 Wing Bus

Ident.: MI-27-91-00018629.0002001 / 09 JAN 20
Applicable to: ALL

27-91-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that:
1) All SECs, PRIM 1, and PRIM 3 are operative, and
2) All aileron actuators are operative, and
3) All spoilers are operative, and
4) Both electrical actuators of the inner ailerons are checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-14-XX-13ZZZ-560Z-A*

27-91-07 SEC 2 Tail Bus

Ident.: MI-27-91-00018630.0001001 / 13 APR 16
Applicable to: ALL

27-91-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that:
1) All PRIMs SEC 1, and SEC 3 are operative, and
2) All rudder actuators are operative, and
3) Both stabilizer electrical motors are operative.

27-91-08 SEC 2 Wing Bus

Ident.: MI-27-91-00018631.0002001 / 09 JAN 20
Applicable to: ALL

27-91-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that:
1) All PRIMs, SEC 1, and SEC 3 are operative, and
2) All aileron actuators are operative, and
3) All spoilers are operative, and
4) Both electrical actuators of the inner ailerons are checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-14-XX-14ZZZ-560Z-A*

27-91-09	PRIM 3 Tail Bus

Ident.: MI-27-91-00018632.0002001 / 01 JUN 17
Applicable to: ALL

27-91-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that:
1) All SECs, PRIM 1, and PRIM 2 are operative, and
2) All rudder actuators are operative, and
3) Both stabilizer electrical motors are operative.

27-91-10	PRIM 3 Wing Bus

Ident.: MI-27-91-00018633.0002001 / 04 OCT 16
Applicable to: ALL

27-91-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that:
1) All SECs, PRIM 1, and PRIM 2 are operative, and
2) All aileron actuators are operative, and
3) All spoilers are operative.

27-91-11 SEC 3 Tail Bus

Ident.: MI-27-91-00018634.0001001 / 13 APR 16
Applicable to: ALL

27-91-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
- **1)** All PRIMs, SEC 1, and SEC 2 are operative, and
- **2)** All rudder actuators are operative, and
- **3)** Both stabilizer electrical motors are operative, and
- **4)** Both electrical actuators of the elevators are checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-34-XX-01ZZZ-560Z-A*

27-91-12 SEC 3 Wing Bus

Ident.: MI-27-91-00018635.0002001 / 04 OCT 16
Applicable to: ALL

27-91-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that:
- **1)** All PRIMs, SEC 1, and SEC 2 are operative, and
- **2)** All aileron actuators are operative, and
- **3)** All spoilers are operative.

27-92-01 Speed Brakes Manual Control System

Ident.: MI-27-92-00021093.0002001 / 21 NOV 17
Applicable to: ALL

27-92-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) May be inoperative for 3 consecutive calendar days.

Reference(s)

(o) *Refer to OpsProc 27-92-01A Speed Brakes Manual Control System*

27-92-02 Ground Spoiler Control System

Ident.: MI-27-92-00018637.0001001 / 13 APR 16
Applicable to: ALL

27-92-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) Flight Manual performance penalties are applied, and
2) CAT II/III operations are not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-92-02A Ground Spoiler Control System*

27-92-03 Sidestick Priority Redundancy

Ident.: MI-27-92-00018638.0001001 / 13 APR 16
Applicable to: ALL

27-92-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that the sidestick priority function is checked operative on both sidesticks.

Reference(s)

(o) *Refer to OpsProc 27-92-03A Sidestick Priority Redundancy*

27-92-04 Sidestick Priority Green CAPT and F/O light

Ident.: MI-27-92-00018642.0001001 / 13 APR 16
Applicable to: ALL

27-92-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that the associated callouts are checked operative.

Reference(s)

(o) *Refer to OpsProc 27-92-04A Sidestick Priority Green CAPT and F/O light*

27-92-05 PRIM Sidestick Sensor

Ident.: MI-27-92-00018643.0001001 / 13 APR 16
Applicable to: ALL

27-92-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

May be inoperative in one PRIM.

27-92-06	Gyrometer

Ident.: MI-27-92-00018644.0002001 / 08 NOV 18
Applicable to: ALL

27-92-06A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**6**	**5**	**No**

One may be inoperative for 10 consecutive calendar days provided that all IRs are operative.

27-92-07	Turbulence Damping Function

Ident.: MI-27-92-00022160.0002001 / 14 JUN 16
Applicable to: ALL

27-92-07A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative.

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27-93-01	PRIM 1

Ident.: MI-27-93-00018655.0004001 / 08 NOV 18
Applicable to: ALL

27-93-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) (m) May be inoperative for 10 consecutive calendar days provided that:

1) The PRIM 1 pb-sw is set to OFF, and
2) All SECs, PRIM 2, and PRIM 3 are checked operative, and
3) Both electrical actuators of the inner ailerons are checked operative before the first MEL dispatch and then every 6 days, and
4) All flap/slat systems, both landing gear control systems, and all ADIRS are operative.

Reference(s)

(o) *Refer to OpsProc 27-93-01A PRIM 1*
(m) *Refer to Maintenance Procedure A350-A-27-93-34-00ZZZ-560Z-A*

27-93-02	PRIM 2

Ident.: MI-27-93-00018656.0007001 / 08 NOV 18
Applicable to: ALL

27-93-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) (m) May be inoperative for 10 consecutive calendar days provided that:

1) The PRIM 2 pb-sw is set to OFF, and
2) All SECs, PRIM 1, and PRIM 3 are checked operative, and
3) Both electrical actuators of the elevators are checked operative before the first MEL dispatch and then every 6 days, and
4) The electrical actuator of the rudder is checked operative before the first MEL dispatch and then every 6 days, and
5) The sidestick priority function is checked operative on both sidesticks, and
6) All flap/slat systems, both landing gear control systems, and all ADIRS are operative.

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Reference(s)

(o) *Refer to OpsProc 27-93-02A PRIM 2*
(m) *Refer to Maintenance Procedure A350-A-27-93-34-02ZZZ-560Z-A*

27-93-03	**PRIM 3**

Ident.: MI-27-93-00018657.0005001 / 08 NOV 18
Applicable to: ALL

27-93-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) (m) May be inoperative for 10 consecutive calendar days provided that:

1) The PRIM 3 pb-sw is set to OFF, and
2) All SECs, PRIM 1, and PRIM 2 are checked operative, and
3) All flap/slat systems, both landing gear control systems, and all ADIRS are operative.

Reference(s)

(o) *Refer to OpsProc 27-93-03A PRIM 3*
(m) *Refer to Maintenance Procedure A350-A-27-93-34-04ZZZ-560Z-A*

27-94-01 SEC 1

Ident.: MI-27-94-00018658.0003001 / 04 OCT 16
Applicable to: ALL

27-94-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that:
1) The SEC 1 pb-sw is set to OFF, and
2) All PRIMs, SEC 2, and SEC 3 are checked operative, and
3) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative.

Reference(s)

(o) *Refer to OpsProc 27-94-01A SEC 1*
(m) *Refer to Maintenance Procedure A350-A-27-94-34-00ZZZ-560Z-A*

27-94-02 SEC 2

Ident.: MI-27-94-00018659.0003001 / 04 OCT 16
Applicable to: ALL

27-94-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that:
1) The SEC 2 pb-sw is set to OFF, and
2) All PRIMs, SEC 1, and SEC 3 are checked operative, and
3) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative.

Reference(s)

(o) *Refer to OpsProc 27-94-02A SEC 2*
(m) *Refer to Maintenance Procedure A350-A-27-94-34-02ZZZ-560Z-A*

27-94-03 SEC 3

Ident.: MI-27-94-00018660.0002001 / 04 OCT 16
Applicable to: ALL

27-94-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that:

1) The SEC 3 pb-sw is set to OFF, and
2) All PRIMs, SEC 1, and SEC 2 are checked operative, and
3) All flaps/slats systems, both landing gear control systems, and all ADIRS are operative.

Reference(s)

(o) *Refer to OpsProc 27-94-03A SEC 3*
(m) *Refer to Maintenance Procedure A350-A-27-94-34-04ZZZ-560Z-A*

27-96-01 FCDC 2

Ident.: MI-27-96-00018661.0001001 / 13 APR 16
Applicable to: ALL

27-96-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 10 consecutive calendar days provided that:

1) The monitoring of the stabilizer by the FWS is checked operative, and
2) The monitoring of the elevators by the FWS is checked operative, and
3) The pitch trim position is checked on both PFDs, and
4) CAT IIIb operation is not allowed.

<u>Note:</u> ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 27-96-01A FCDC 2*
(m) *Refer to Maintenance Procedure A350-A-27-96-XX-00ZZZ-560Z-A*

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27-99-01	Electrical Backup Function

Ident.: MI-27-99-00025540.0001001 / 06 AUG 21
Applicable to: ALL

27-99-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(m) May be inoperative for 5 consecutive calendar days provided that:

1) It is deactivated, and

2) All PRIMs and SECs are operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-27-99-XX-00ZZZ-560Z-A*

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28-01-01-01 Wing L(R) TK MAIN Pump pb-sw FAULT light

Ident.: MI-28-01-01-00013833.0001001 / 13 APR 16
Applicable to: ALL

28-01-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

28-01-01-02 Wing L(R) TK MAIN Pump pb-sw OFF light

Ident.: MI-28-01-01-00013834.0001001 / 13 APR 16
Applicable to: ALL

28-01-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

28-01-01-03 Wing L(R) TK STBY Pump pb-sw FAULT light

Ident.: MI-28-01-01-00013835.0001001 / 13 APR 16
Applicable to: ALL

28-01-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

28-01-01-04	Wing L(R) TK STBY Pump pb-sw OFF light

Ident.: MI-28-01-01-00013836.0001001 / 13 APR 16
Applicable to: ALL

28-01-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

28-01-01-05	Wing L(R) TK XFR pb-sw FAULT light

Ident.: MI-28-01-01-00013837.0001001 / 13 APR 16
Applicable to: ALL

28-01-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

28-01-01-06	Wing L(R) TK XFR pb-sw ON light

Ident.: MI-28-01-01-00013838.0001001 / 13 APR 16
Applicable to: ALL

28-01-01-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

28-01-02-01 CTR TK L(R) Pump pb-sw FAULT light

Ident.: MI-28-01-02-00013839.0001001 / 13 APR 16
Applicable to: ALL

28-01-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

28-01-02-02 CTR TK L(R) Pump pb-sw OFF light

Ident.: MI-28-01-02-00013840.0001001 / 13 APR 16
Applicable to: ALL

28-01-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

28-01-02-03 CTR TK FEED pb-sw FAULT light

Ident.: MI-28-01-02-00013841.0001001 / 13 APR 16
Applicable to: ALL

28-01-02-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

28-01-02-04	CTR TK FEED pb-sw MAN light

Ident.: MI-28-01-02-00013842.0001001 / 13 APR 16
Applicable to: ALL

28-01-02-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 28-01-02-04A CTR TK FEED pb-sw MAN light*

28-01-03-01 CROSSFEED A(B) pb-sw OPEN light

Ident.: MI-28-01-03-00013843.0001001 / 13 APR 16
Applicable to: ALL

28-01-03-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

28-01-03-02 CROSSFEED A(B) pb-sw ON light

Ident.: MI-28-01-03-00013844.0001001 / 13 APR 16
Applicable to: ALL

28-01-03-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

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28-01-04-01 JETTISON ARM pb-sw ON light

Ident.: MI-28-01-04-00013845.0001001 / 13 APR 16

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

28-01-04-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

28-01-04-02 JETTISON ACTIVE pb-sw OPEN light

Ident.: MI-28-01-04-00013846.0001001 / 13 APR 16

2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

28-01-04-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

28-01-04-03 JETTISON ACTIVE pb-sw ON light

Ident.: MI-28-01-04-00013847.0001001 / 13 APR 16

3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

28-01-04-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

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28-07-01-01	Engine Fuel Used Indication on the CRUISE page

Ident.: MI-28-07-01-00016459.0001001 / 14 JUN 16
Applicable to: ALL

28-07-01-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	–

Refer to Item 77-07-02-01 Engine Fuel Flow Indication on the ENG SD page

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28-07-02-01 Engine Fuel Used Indication on the FUEL SD page

Ident.: MI-28-07-02-00021212.0001001 / 13 APR 16
Applicable to: ALL

28-07-02-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	–

Refer to Item 77-07-03-02 Engine Fuel Used Indication on the FUEL SD page

28-07-02-02 Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page

Ident.: MI-28-07-02-00013866.0001001 / 14 SEP 16
Applicable to: ALL

28-07-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

(o) One or more FQI may be in degraded mode (last two green digits with amber dashes) provided that the loss of accuracy is taken into account for the fuel planning.
Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 28-07-02-02A Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page*

28-07-02-03 Fuel Used All Engine Indication on the FUEL SD page

Ident.: MI-28-07-02-00021213.0001001 / 13 APR 16
Applicable to: ALL

28-07-02-03A

Repair interval	Nbr installed	Nbr required	Placard
–	1	–	–

Refer to Item 77-07-03-03 Fuel Used All Engines Indication on the FUEL SD page

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28-07-03-01 Wing Tank Main Cell Temperature Monitoring on the FUEL SD page

Ident.: MI-28-07-03-00013868.0001001 / 13 APR 16
Applicable to: ALL

28-07-03-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative provided that the wing tank temperature monitoring is operative on the opposite wing tank.

28-07-03-02 Wing Tank Temperature Monitoring on the FUEL SD page

Ident.: MI-28-07-03-00013869.0001001 / 13 APR 16
Applicable to: ALL

28-07-03-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative provided that the fuel in each wing tank is more than 9 000 kg (19 841 lb) before takeoff.

Note: ***Notify Dispatch.***

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28-09-01	FUEL TK DATA REDUNDANCY Message

Ident.: MI-28-09-00013870.0001001 / 13 APR 16
Applicable to: ALL

28-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page.

Intentionally left blank

28-12-01	Overpressure Protector in the Wing Surge Tank

Ident.: MI-28-12-00013850.0001001 / 13 APR 16
Applicable to: ALL

28-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be broken or missing.

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28-21-01	Center Tank Pump

Ident.: MI-28-21-00013851.0001001 / 13 APR 16
Applicable to: ALL

28-21-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) **(m)** One may be inoperative provided that:
1) The affected center tank pump is deactivated, and
2) The associated CTR TK L(R) pb-sw is set to OFF, and
3) Both wing tank pumps are operative on the affected side.

Reference(s)

(o) *Refer to OpsProc 28-21-01A Center Tank Pump (one inoperative)*
(m) *Refer to Maintenance Procedure A350-A-28-21-XX-01ZZZ-560Z-A*

28-21-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) **(m)** Both may be inoperative provided that:
1) The CTR TK L pb-sw and CTR TK R pb-sw are set to OFF, and
2) All wing tank pumps are operative, and
3) Both crossfeed valves are checked operative, and
4) Both center tank pumps are deactivated, and
5) Both center tank inlet valves are deactivated in the closed position, and
6) The fuel quantity in the center tank is not usable and part of the ZFW.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 28-21-01B Center Tank Pump (both inoperative)*
(m) *Refer to Maintenance Procedure A350-A-28-21-XX-02ZZZ-560Z-A*

28-21-02 Wing Tank Main Pump

Ident.: MI-28-21-00013852.0001001 / 13 APR 16
Applicable to: ALL

28-21-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) (m) One may be inoperative provided that:

1) The affected wing tank main pump is deactivated, and
2) The air in the engine feed line is flushed, and
3) The associated L(R) TK MAIN pb-sw is set to OFF, and
4) Both wing tank standby pumps are operative, and
5) The fuel transfer from wing tank to center tank is checked operative on the affected side, and
6) The fuel in each wing is more than 10 000 kg (22 046 lb) before takeoff, and
7) On the affected wing, the AC main generation 1A(2A) has no message displayed on the DISPATCH page.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 28-21-02A Wing Tank Main Pump*
(m) *Refer to Maintenance Procedure A350-A-28-21-XX-03ZZZ-560Z-A*

28-21-03	Wing Tank Standby Pump

Ident.: MI-28-21-00021209.0001001 / 13 APR 16
Applicable to: ALL

28-21-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) (m) One may be inoperative provided that:

1) The affected wing tank standby pump is deactivated, and
2) The air in the engine feed line is flushed, and
3) The associated L(R) TK STBY pb-sw is set to OFF, and
4) The fuel transfer from wing tank to center tank is checked operative on the affected side, and
5) The fuel in each wing is more than 10 000 kg (22 046 lb) before takeoff, and
6) On the opposite wing, the AC main generation 2B(1B) has no message displayed on the DISPATCH page.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 28-21-03A Wing Tank Standby Pump*
(m) *Refer to Maintenance Procedure A350-A-28-21-XX-04ZZZ-560Z-A*

28-21-04	Fuel Scavenge Valve

Ident.: MI-28-21-00013853.0001001 / 13 APR 16
Applicable to: ALL

28-21-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the affected fuel scavenge valve is deactivated in the closed position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-28-21-XX-00ZZZ-560Z-A*

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28-22-01	APU Fuel Pump

Ident.: MI-28-22-00013854.0001001 / 13 APR 16
Applicable to: ALL

28-22-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that the APU fuel pump is deactivated.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 28-22-01A APU Fuel Pump*
(m) *Refer to Maintenance Procedure A350-A-28-22-XX-02ZZZ-560Z-A*

28-22-02	APU Feed Isolation Valve

Ident.: MI-28-22-00013855.0001001 / 13 APR 16
Applicable to: ALL

28-22-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:

1) The APU feed isolation valve is deactivated in the closed position, and
2) The APU is considered inoperative.
Refer to Item 49-10-01 APU Power Plant

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-28-22-XX-01ZZZ-560Z-A*

28-22-03	APU Feed LP Valve

Ident.: MI-28-22-00013856.0001001 / 13 APR 16
Applicable to: ALL

28-22-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:

1) The APU feed LP valve is deactivated in the closed position, and

2) The APU is considered inoperative.

Refer to Item 49-10-01 APU Power Plant

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-28-22-XX-00ZZZ-560Z-A*

28-22-04	APU Fuel Line Damage Detection

Ident.: MI-28-22-00013857.0001001 / 13 APR 16
Applicable to: ALL

28-22-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:

1) The APU feed isolation valve is deactivated in the closed position, and

2) The APU is considered inoperative.

Refer to Item 49-10-01 APU Power Plant

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-28-22-XX-01ZZZ-560Z-A*

28-23-01	**Crossfeed Valve**

Ident.: MI-28-23-00013858.0001001 / 13 APR 16
Applicable to: ALL

28-23-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) **(m)** One may be inoperative provided that:

1) The affected crossfeed valve is deactivated in the closed position, and

2) The remaining crossfeed valve is checked operative.

Reference(s)

(o) *Refer to OpsProc 28-23-01A Crossfeed Valve*
(m) *Refer to Maintenance Procedure A350-A-28-23-XX-00ZZZ-560Z-A*

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28-25-01 Fuel Controls and Indicators on the external Refuel Panel

Ident.: MI-28-25-00013848.0001001 / 13 APR 16
Applicable to: ALL

28-25-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**20**	**0**	**Yes**

One or more may be inoperative provided that refuel and defuel procedures do not require their use.

28-25-03 Center Tank Inlet Valve

Ident.: MI-28-25-00013859.0001001 / 13 APR 16
Applicable to: ALL

28-25-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) (m) One may be inoperative provided that:
1) The affected center tank inlet valve is deactivated in the closed position, and
2) Both crossfeed valves are checked operative, and
3) Each refuel is performed manually.

Note: *The associated L(R) TK XFR pb-sw should be placarded.*

Reference(s)

(o) *Refer to OpsProc 28-25-03A Center Tank Inlet Valve*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-00ZZZ-560Z-A*

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28-25-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) (m) Both may be inoperative provided that:
- **1)** Both center tank inlet valves are deactivated in the closed position, and
- **2)** Both crossfeed valves are checked operative, and
- **3)** Both wing tank standby pumps are checked operative, and
- **4)** Each refuel is performed manually.

Note: *The L TK XFR pb-sw, the R TK XFR pb-sw, and the External Refuel Panel should be placarded.*

Reference(s)

(o) *Refer to OpsProc 28-25-03B Center Tank Inlet Valve*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-03ZZZ-560Z-A*

28-25-04	Wing Tank Inlet Valve

Ident.: MI-28-25-00013860.0001001 / 13 APR 16
Applicable to: ALL

28-25-04A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) (m) One may be inoperative provided that:
- **1)** The affected wing tank inlet valve is deactivated in the closed position, and
- **2)** Both crossfeed valves are checked operative, and
- **3)** Each refuel is performed manually.

Note: *The associated L(R) TK XFR pb-sw should be placarded.*

Reference(s)

(o) *Refer to OpsProc 28-25-04A Wing Tank Inlet Valve*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-01ZZZ-560Z-A*

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28-25-04B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) **(m)** Both may be inoperative provided that:

1) Both wing tank inlet valves are deactivated in the closed position, and
2) Both crossfeed valves are checked operative, and
3) Both wing tank standby pumps are checked operative, and
4) Each refuel is performed manually.

Note: *The L TK XFR pb-sw, the R TK XFR pb-sw, and the External Refuel Panel should be placarded.*

Reference(s)

(o) *Refer to OpsProc 28-25-04B Wing Tank Inlet Valve*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-04ZZZ-560Z-A*

28-25-05	**Refuel Isolation Valve**

Ident.: MI-28-25-00013861.0002001 / 13 APR 16
Applicable to: ALL

28-25-05A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that the associated coupling caps are installed after each refuel/defuel.

Note: *When a refuel isolation valve is failed in the closed position, the automatic refuel is only available on the opposite side.*

Application of the (m) procedure is only necessary for manual refuel/defuel:
- *When the affected refuel coupling is used for refuel/defuel, or*
- *When an isolation valve is failed in the open position.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-28-25-XX-08ZZZ-560Z-A*

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28-25-05B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) Both may be inoperative provided that:
1) Each refuel/defuel is performed manually, and
2) The associated coupling caps are installed after each refuel/defuel.

Note: Application of the (m) procedure is only necessary for refuel/defuel.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-28-25-XX-08ZZZ-560Z-A*

28-25-06	**Defuel Valve**

1 Ident.: MI-28-25-00013862.0001001 / 30 APR 14
Applicable to: B-18919

28-25-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) **(m)** May be inoperative provided that the defuel valve is deactivated in the closed position.

Reference(s)

(o) *Refer to OpsProc 28-25-06A Defuel Valve*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-02ZZZ-560Z-A*

28-25-07	Refuel Coupling Check-Valve

Ident.: MI-28-25-00025792.0002001 / 08 JUL 21
Applicable to: ALL

28-25-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**Yes**

(m) One or both coupling check-valves on one refuel coupling may be inoperative provided that:

1) The associated refuel isolation valve is operative, and
2) The associated refuel coupling is not used, and
3) Both coupling caps are installed on the affected refuel coupling and no fuel leak is detected.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-28-25-XX-32ZZZ-560Z-A*

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28-31-01	Center Tank Jettison Valve

Ident.: MI-28-31-00013863.0003001 / 13 APR 16

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

28-31-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

(m) One or both may be inoperative provided that the affected valve is deactivated in the closed position.

Note: ***Notify Dispatch.***

Note: *The jettison function is available only when the center tank is empty.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-28-31-XX-01ZZZ-560Z-A*

28-31-02	Defuel Jettison Valve

Ident.: MI-28-31-00013864.0001001 / 13 APR 16

2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

28-31-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**Yes**

(m) One may be inoperative provided that the affected valve is deactivated in the closed position.

Note: ***Notify Dispatch.***

Note: *1. The jettison function from the center tank is available.*
2. The jettison function from the wing tanks is no longer available.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-28-31-XX-02ZZZ-560Z-A*

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28-31-02B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) (m) Both may be inoperative provided that both defuel jettison valves are deactivated in the closed position.

Note: ***Notify Dispatch.***

Note: *1. The jettison function from the center tank is available.*
2. The jettison function from the wing tanks is no longer available.

Reference(s)

(o) *Refer to OpsProc 28-31-02B Defuel Jettison Valve*
(m) *Refer to Maintenance Procedure A350-A-28-31-XX-05ZZZ-560Z-A*

28-31-03	Jettison Valve

Ident.: MI-28-31-00013865.0001001 / 13 APR 16
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

28-31-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

(o) (m) One may be inoperative provided that the affected valve is secured in the closed position.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 28-31-03A Jettison Valve*
(m) *Refer to Maintenance Procedure A350-A-28-31-XX-03ZZZ-560Z-A*

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28-31-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

(m) Both may be inoperative provided that both valves are secured in the closed position.

Note: ***Notify Dispatch.***

Note: *The jettison function is no longer available.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-28-31-XX-04ZZZ-560Z-A*

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28-42-01	FQI Integrity Detection

Ident.: MI-28-42-00013872.0001001 / 13 APR 16
Applicable to: ALL

28-42-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that:

1) All fuel used indications are operative on the FUEL SD page, and
2) The FQIs are checked operative, and
3) The wing tanks and center tank low level detection are checked operative, and
4) The surge tanks overflow detection is checked operative, and
5) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and
6) The loss of FOB accuracy is taken into account for the fuel planning.

Note: ***Notify Dispatch.***

Note: *Application of the (m) procedure is necessary only when refuel/defuel is needed.*

Reference(s)

(o) *Refer to OpsProc 28-42-01A FQI Integrity Detection*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-0AZZZ-560Z-A*

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28-46-01	Center Tank Low Level Detection

Ident.: MI-28-46-00013873.0001001 / 13 APR 16
Applicable to: ALL

28-46-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that:

1) All fuel used indications are operative on the FUEL SD page, and
2) The FQIs are checked operative, and
3) The wing tanks low level detection and FQI integrity detection are checked operative, and
4) The surge tanks overflow detection is checked operative, and
5) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and
6) The loss of FOB accuracy is taken into account for the fuel planning.

Note: ***Notify Dispatch.***

Note: *Application of the (m) procedure is necessary only when refuel/defuel is needed.*

Reference(s)

(o) *Refer to OpsProc 28-46-01A Center Tank Low Level Detection*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-0AZZZ-560Z-A*

28-46-02	Wing Tank Low Level Detection

1 Ident.: MI-28-46-00013874.0001001 / 03 JUL 14
Applicable to: B-18919

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28-46-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that:
1) All fuel used indications are operative on the FUEL SD page, and
2) The FQIs are checked operative, and
3) The FQI integrity detection is checked operative, and
4) The center tank low level detection is checked operative, and
5) The surge tanks overflow detection is checked operative.

Reference(s)

(o) *Refer to OpsProc 28-46-02A Wing Tank Low Level Detection*

28-46-02	Wing Tank Low Level Detection

Ident.: MI-28-46-00013874.0002001 / 13 APR 16
2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

28-46-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that:
1) All fuel used indications are operative on the FUEL SD page, and
2) The FQIs are checked operative, and
3) The FQI integrity detection is checked operative, and
4) The center tank low level detection is checked operative, and
5) The surge tanks overflow detection is checked operative.

Note: The jettison function is no longer available.

Reference(s)

(o) *Refer to OpsProc 28-46-02A Wing Tank Low Level Detection*

28-46-03	Surge Tank Overflow Detection

Ident.: MI-28-46-00013875.0001001 / 13 APR 16
Applicable to: ALL

28-46-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative provided that:

1) All fuel used indications are operative on the FUEL SD page, and
2) The FQIs are checked operative, and
3) The FQI integrity detection is checked operative, and
4) The wing tanks and center tank low level detection are checked operative, and
5) Each refuel is performed manually.

Note: Application of the (m) procedure is necessary only when refuel/defuel is needed.

Reference(s)

(o) *Refer to OpsProc 28-46-03A Surge Tank Overflow Detection*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-09ZZZ-560Z-A*

28-46-04	Wing Tank TWDC Point Level Sensor Processor

3 Ident.: MI-28-46-00013878.0001001 / 12 JAN 24
Applicable to: B-18919

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28-46-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) **(m)** One or both may be inoperative provided that:

1) All fuel used indications are operative on the FUEL SD page, and
2) The FQIs are checked operative, and
3) The center tank low level detection is checked operative, and
4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and
5) Each refuel is performed manually, and
6) The loss of FOB accuracy is taken into account for the fuel planning.

Note: ***Notify Dispatch.***

Note: *Application of the (m) procedure is necessary only when refuel/defuel is needed.*

Reference(s)

(o) *Refer to OpsProc 28-46-04A Wing Tank TWDC Point Level Sensor Processor*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-0AZZZ-560Z-A*

28-46-04	Wing Tank TWDC Point Level Sensor Processor

Ident.: MI-28-46-00013878.0002001 / 13 APR 16

4 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

28-46-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) (m) One or both may be inoperative provided that:

1) All fuel used indications are operative on the FUEL SD page, and
2) The FQIs are checked operative, and
3) The center tank low level detection is checked operative, and
4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and
5) Each refuel is performed manually, and
6) The loss of FOB accuracy is taken into account for the fuel planning.

Note: ***Notify Dispatch.***

Note: *1. Application of the (m) procedure is necessary only when refuel/defuel is needed.*
2. The jettison function is no longer available.

Reference(s)

(o) *Refer to OpsProc 28-46-04A Wing Tank TWDC Point Level Sensor Processor*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-0AZZZ-560Z-A*

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28-49-01	Fuel Properties Measurement

Ident.: MI-28-49-00013871.0001001 / 19 JUL 19
Applicable to: ALL

28-49-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 28-49-01A Fuel Properties Measurement*

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28-51-01 Fuel Quantity and Management System

Ident.: MI-28-51-00013879.0001001 / 13 APR 16
Applicable to: ALL

28-51-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 28-51-01A Fuel Quantity and Management System*

28-51-02 Auto Feed Function

Ident.: MI-28-51-00013880.0001001 / 06 JUL 18
Applicable to: ALL

28-51-02A Center Tank Fuel Used

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:
1) The manual control of the center tank pumps is checked operative, and
2) Both center tank pumps are checked operative, and
3) Both center tank pumps are manually controlled during the flight.

Reference(s)

(o) *Refer to OpsProc 28-51-02A Auto Feed Function (center tank fuel used)*

28-51-02B Center Tank Fuel Not Used

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:
1) Both center tank pumps are set to off, and
2) The fuel quantity in the center tank is not usable and part of the ZFW.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 28-51-02B Auto Feed Function (center tank fuel not used)*

28-51-03	**Redundancy on FQMS Monitoring**

Ident.: MI-28-51-00024966.0001001 / 10 JUL 19
Applicable to: ALL

28-51-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

28-51-04	**FQI Point Level Sensor Integrity Monitoring**

Ident.: MI-28-51-00024967.0001001 / 22 JAN 21
Applicable to: ALL

28-51-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that:

1) All fuel used indications are operative on the FUEL SD page, and
2) The FQIs are checked operative, and
3) The FQI integrity monitoring is checked operative, and
4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and
5) The loss of FOB accuracy is taken into account for the fuel planning.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 28-51-04A FQI Point Level Sensor Integrity Monitoring*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-0AZZZ-560Z-A*

28-51-05 FQI Integrity Monitoring

Ident.: MI-28-51-00024968.0001001 / 08 OCT 21
Applicable to: ALL

28-51-05A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 10 consecutive calendar days provided that:

1) All fuel used indications are operative on the FUEL SD page, and
2) The FQIs are checked operative, and
3) The FQI and level sensors integrity monitoring is checked operative, and
4) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel, and
5) The loss of FOB accuracy is taken into account for the fuel planning.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 28-51-05A FQI Integrity Monitoring*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-0AZZZ-560Z-A*

28-51-06 Overweight Takeoff Monitoring

Ident.: MI-28-51-00024969.0001001 / 10 JUL 19
Applicable to: ALL

28-51-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that:

1) All fuel used indications are operative on the FUEL SD page, and
2) The FQIs are checked operative, and
3) The FOB is checked with Ground Fuel Level Indicator (GFLI) on external refuel panel after each refuel/defuel.

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Reference(s)

(o) *Refer to OpsProc 28-51-06A Overweight Takeoff Monitoring*
(m) *Refer to Maintenance Procedure A350-A-28-25-XX-26ZZZ-560Z-A*

28-51-07	Center Tank Pumps Dry Running Monitoring

Ident.: MI-28-51-00024970.0001001 / 10 JUL 19
Applicable to: ALL

28-51-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that both the CTR TK L pb-sw and the CTR TK R pb-sw are set to OFF when the center tank is empty.

Reference(s)

(o) *Refer to OpsProc 28-51-07A Center Tank Pumps Dry Running Monitoring*

28-51-08	Fuel Temperature Integrity Monitoring

Ident.: MI-28-51-00024971.0001001 / 10 JUL 19
Applicable to: ALL

28-51-08A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative for 10 consecutive calendar days.

Reference(s)

(o) *Refer to OpsProc 28-51-08A Fuel Temperature Integrity Monitoring*

28-51-09	Redundancy on CAN Bus

Ident.: MI-28-51-00024972.0001001 / 10 JUL 19
Applicable to: ALL

28-51-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

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29-01-01 GREEN(YELLOW) ENG 1(2) PUMP pb-sw FAULT light

Ident.: MI-29-01-00013684.0001001 / 13 APR 16
Applicable to: ALL

29-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

29-01-02 GREEN(YELLOW) ENG 1(2) PUMP pb-sw OFF light

Ident.: MI-29-01-00013685.0001001 / 13 APR 16
Applicable to: ALL

29-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

29-01-03 GREEN(YELLOW) ENG 1(2) SUPPLY pb OVHT light

Ident.: MI-29-01-00013689.0001001 / 13 APR 16
Applicable to: ALL

29-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

29-01-04 GREEN(YELLOW) ENG 1(2) SUPPLY pb ISOL light

Ident.: MI-29-01-00013690.0001001 / 13 APR 16
Applicable to: ALL

29-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

One or more may be inoperative.

29-02-01 GREEN(YELLOW) ELEC PMP pb-sw FAULT light

Ident.: MI-29-02-00013691.0001001 / 13 APR 16
Applicable to: ALL

29-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

29-02-02 GREEN(YELLOW) ELEC PMP pb-sw OFF light

Ident.: MI-29-02-00013692.0001001 / 13 APR 16
Applicable to: ALL

29-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

29-02-03 GREEN(YELLOW) ELEC PMP pb ON light

Ident.: MI-29-02-00013693.0001001 / 13 APR 16
Applicable to: ALL

29-02-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

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29-07-01 Fire Shut-Off Valve Indication on the HYD SD page

Ident.: MI-29-07-00013694.0001001 / 13 APR 16
Applicable to: ALL

29-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

(m) One or more may be inoperative provided that the associated fire shut-off valve is checked in the open position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-29-3X-XX-00ZZZ-560Z-A*

29-07-02 Electric Motor Pump Indication on the HYD SD page

Ident.: MI-29-07-00013695.0001001 / 13 APR 16
Applicable to: ALL

29-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

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29-09-01	HYD G(Y) RETURN FILTER Message

Ident.: MI-29-09-00013696.0002001 / 13 DEC 16
Applicable to: ALL

29-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page.

29-09-02	HYD FILTER CLOGGED Message

Ident.: MI-29-09-00013697.0003001 / 08 JUL 21
Applicable to: ALL

29-09-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page.

29-09-03	HYD G(Y) ENG 1(2) CASE DRAIN FILTER CLOGGED Message

Ident.: MI-29-09-00025853.0001001 / 01 SEP 23
Applicable to: ALL

29-09-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page for 10 consecutive calendar days provided that the affected EDP is considered inoperative.
Refer to Item 29-10-01 Green Engine Driven Pump or
Refer to Item 29-10-02 Yellow Engine Driven Pump

Note: ***Notify Dispatch.***

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29-10-01 Green Engine Driven Pump

Ident.: MI-29-10-00013698.0001001 / 13 APR 16
Applicable to: ALL

29-10-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**Yes**

(o) (m) One may be inoperative for 10 consecutive calendar days provided that:
1) The affected green EDP is deactivated, and
2) Both yellow EDPs are operative, and
3) Both VFGs on the associated engine are operative, and
4) The rudder EHA is checked operative, and
5) The left elevator EHA is checked operative, and
6) The takeoff is performed in CONF 1+F, and
7) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 29-10-01A Green Engine Driven Pump*
(m) *Refer to Maintenance Procedure A350-A-29-11-XX-00ZZZ-560Z-A*

29-10-02	Yellow Engine Driven Pump

Ident.: MI-29-10-00013699.0001001 / 13 APR 16
Applicable to: ALL

29-10-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**Yes**

(o) (m) One may be inoperative for 10 consecutive calendar days provided that:
1) The affected yellow EDP is deactivated, and
2) Both green EDPs are operative, and
3) Both VFGs on the associated engine are operative, and
4) The rudder EHA is checked operative, and
5) The right elevator EHA is checked operative, and
6) The inboard ailerons EHAs are checked operative before each flight, and
7) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 29-10-02A Yellow Engine Driven Pump*
(m) *Refer to Maintenance Procedure A350-A-29-13-XX-00ZZZ-560Z-A*

29-10-03	Reservoir Air Bleed Valve

Ident.: MI-29-10-00013700.0002001 / 13 DEC 16
Applicable to: ALL

29-10-03A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative in the closed position provided that the associated reservoir is manually bled.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-29-14-XX-00ZZZ-560Z-A*

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29-10-03B Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative in the open position provided that:
1) The automatic reservoir air bleed system is deactivated, and
2) The associated hydraulic reservoir quantity is checked after the deactivation.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-29-14-XX-01ZZZ-560Z-A*

29-10-04	Green(Yellow) System Accumulator

Ident.: MI-29-10-00024002.0001001 / 13 DEC 16
Applicable to: ALL

29-10-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative provided that:
1) The associated Electric Motor Pump is operative, and
2) The associated reservoir transducer is operative, and
3) The associated reservoir is pressurized before each engine start.

Reference(s)

(o) *Refer to OpsProc 29-10-04A Green(Yellow) System Accumulator*

29-10-05	Green(Yellow) ENG 1(2) Pump Disconnection Switch

Ident.: MI-29-10-00024006.0001001 / 13 DEC 16
Applicable to: ALL

29-10-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

(o) (m) One on each circuit may be inoperative provided that the depressurization function of the associated Engine Driven Pump is checked operative before each flight.

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Reference(s)

(o) *Refer to OpsProc 29-10-05A Green(Yellow) ENG 1(2) Pump Disconnection Switch*
(m) *Refer to Maintenance Procedure A350-A-29-1X-XX-00ZZZ-560Z-A*

29-20-01 Green Electric Motor Pump

Ident.: MI-29-20-00013701.0001001 / 13 APR 16
Applicable to: ALL

29-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that:
1) The green electric motor pump is deactivated, and
2) The yellow electric motor pump is operative, and
3) All yellow wheel brakes are operative, and
4) The yellow parking brake selector valve is operative.

Reference(s)

(o) *Refer to OpsProc 29-20-01A Green Electric Motor Pump*
(m) *Refer to Maintenance Procedure A350-A-29-21-XX-02ZZZ-560Z-A*

29-20-02 Yellow Electric Motor Pump

Ident.: MI-29-20-00013702.0001001 / 13 APR 16
Applicable to: ALL

29-20-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that:
1) The yellow electric motor pump is deactivated, and
2) The green electric motor pump is operative, and
3) All green wheel brakes are operative, and
4) The green parking brake selector valve is operative.

Note: ***Notify Dispatch.***

Note: *The AFT and FWD cargo doors must be operated manually.*

Reference(s)

(o) *Refer to OpsProc 29-20-02A Yellow Electric Motor Pump*
(m) *Refer to Maintenance Procedure A350-A-29-23-XX-00ZZZ-560Z-A*

29-20-03 Hydraulic Auxiliary Pump

Ident.: MI-29-20-00013703.0001001 / 13 APR 16
Applicable to: ALL

29-20-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

29-33-01	Green System Temperature Monitoring Redundancy

1 Ident.: MI-29-33-00013704.0002001 / 04 JUN 20
Applicable to: B-18919

29-33-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days.

29-33-02	Yellow System Temperature Monitoring Redundancy

2 Ident.: MI-29-33-00013705.0002001 / 04 JUN 20
Applicable to: B-18919

29-33-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days.

29-33-03	Green System Pressure Monitoring Redundancy

Ident.: MI-29-33-00013707.0001001 / 13 APR 16
Applicable to: ALL

29-33-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

29-33-04	Yellow System Pressure Monitoring Redundancy

Ident.: MI-29-33-00013708.0001001 / 13 APR 16
Applicable to: ALL

29-33-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

29-33-05	Green(Yellow) Reservoir Level Monitoring Redundancy

Ident.: MI-29-33-00013709.0001001 / 14 APR 16
Applicable to: ALL

29-33-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative provided that the associated hydraulic reservoir quantity is checked before each flight.

Reference(s)

(o) *Refer to OpsProc 29-33-05A Green(Yellow) Reservoir Level Monitoring Redundancy*
(m) *Refer to Maintenance Procedure A350-A-29-33-XX-01ZZZ-560Z-A*

29-33-06	Green(Yellow) Reservoir Level Monitoring

Ident.: MI-29-33-00013710.0001001 / 13 APR 16
Applicable to: ALL

29-33-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative provided that:
1) The hydraulic reservoir quantity is checked before each flight, and
2) The affected reservoir linear variable differential transducer is deactivated.

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Reference(s)

(o) *Refer to OpsProc 29-33-06A Green(Yellow) Reservoir Level Monitoring*
(m) *Refer to Maintenance Procedure A350-A-29-33-XX-00ZZZ-560Z-A*

29-33-07	**Yellow Hydraulic Monitoring Control**

Ident.: MI-29-33-00013711.0001001 / 19 JUL 19
Applicable to: ALL

29-33-07A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

Yellow Hydraulic Monitoring Control 2 may be inoperative for 10 consecutive calendar days provided that the associated yellow Engine Driven Pump (EDP) on engine 2 is considered inoperative.
Refer to Item 29-10-02 Yellow Engine Driven Pump

Note: ***Notify Dispatch.***

Note: *The AFT and FWD cargo doors must be operated manually.*

29-33-08	**Green Hydraulic Monitoring Control**

Ident.: MI-29-33-00013712.0001001 / 19 JUL 19
Applicable to: ALL

29-33-08A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

One may be inoperative for 10 consecutive calendar days provided that the associated Engine Driven Pump (EDP) is considered inoperative.
Refer to Item 29-10-01 Green Engine Driven Pump

Note: ***Notify Dispatch.***

29-33-09 Green(Yellow) Reservoir Pressure Transducer

Ident.: MI-29-33-00024001.0001001 / 02 FEB 17
Applicable to: ALL

29-33-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) **(m)** May be inoperative provided that:

1) The associated Electric Motor Pump is operative, and
2) The affected pressure transducer is deactivated, and
3) The associated reservoir is pressurized before each flight.

Reference(s)

(o) *Refer to OpsProc 29-33-09A Green(Yellow) Reservoir Pressure Transducer*
(m) *Refer to Maintenance Procedure A350-A-29-32-XX-00ZZZ-560Z-A*

30-01-01 ENG 1(2) ANTI ICE pb FAULT light

Ident.: MI-30-01-00017170.0001001 / 13 APR 16
Applicable to: ALL

30-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

30-01-02 ENG 1(2) ANTI ICE pb ON light

Ident.: MI-30-01-00017171.0001001 / 13 APR 16
Applicable to: ALL

30-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

30-01-03 WING ANTI ICE pb FAULT light

Ident.: MI-30-01-00018456.0001001 / 13 APR 16
Applicable to: ALL

30-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

30-01-04 WING ANTI ICE pb ON light

Ident.: MI-30-01-00018457.0001001 / 13 APR 16
Applicable to: ALL

30-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

30-01-05 PROBE & WINDOW HEAT pb-sw ON light

Ident.: MI-30-01-00013337.0001001 / 13 APR 16
Applicable to: ALL

30-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

30-02-01	Wiper High Speed Function (FAST Position)

Ident.: MI-30-02-00011793.0001001 / 13 APR 16
Applicable to: ALL

30-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative provided that:
1) The associated slow speed function is operative, and
2) CAT II/III operations are not allowed.

Note: ***Notify Dispatch.***

30-02-02	Wiper Low Speed Function (SLOW Position)

Ident.: MI-30-02-00011792.0001001 / 13 APR 16
Applicable to: ALL

30-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

30-02-03	Wiper Intermittent Speed Function (INTMT Positions)

Ident.: MI-30-02-00011794.0001001 / 13 APR 16
Applicable to: ALL

30-02-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**6**	**0**	**Yes**

One or more may be inoperative.

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30-07-01	Rain Repellent Monitoring on the DOOR/OXYGEN SD page

Ident.: MI-30-07-00011817.0001001 / 13 APR 16
Applicable to: ALL

30-07-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative.

Intentionally left blank

30-11-01	Wing Anti-Ice Valve

Ident.: MI-30-11-00018458.0001001 / 13 APR 16
Applicable to: ALL

30-11-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(m) One or both may be inoperative provided that:

1) The affected wing anti-ice valve is deactivated in the closed position, and

2) The associated A-ICE L(R) WING VLV OPEN alert is not displayed after the deactivation of the affected valve, and

3) The aircraft is not operated in known or forecast icing conditions along the intended flight route.

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-30-11-XX-01ZZZ-560Z-A*

30-11-02	Wing Anti-Ice System

Ident.: MI-30-11-00018459.0002001 / 19 DEC 16
Applicable to: ALL

30-11-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the aircraft is not operated in known or forecast icing conditions along the intended flight route.

Note: ***Notify Dispatch.***

30-11-03	**Wing Anti-Ice Temperature Monitoring**

Ident.: MI-30-11-00018461.0001001 / 12 JAN 23
Applicable to: ALL

30-11-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that:
1) The opposite engine bleed air system is operative, and
2) The opposite air conditioning pack is operative, and
3) The associated engine bleed air system is not used on ground except for engine start, and
4) The XBLEED selector and the associated ENG 1(2) BLEED pb-sw are placarded to prohibit their use on ground except for engine start, and
5) When the side 1 is affected, the APU BLEED pb-sw is placarded to prohibit its use on ground except for engine start.

Reference(s)

(o) *Refer to OpsProc 30-11-03A Wing Anti-Ice Temperature Monitoring*

30-11-04	**Wing Anti-Ice Valve Seal**

Ident.: MI-30-11-00021777.0001001 / 12 JAN 23
Applicable to: ALL

30-11-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that:
1) The opposite engine bleed air system is operative, and
2) The opposite air conditioning pack is operative, and
3) The A-ICE L(R) WING VLV OPEN alert is not displayed on the WD before takeoff, and
4) The associated engine bleed air system is not used on ground except for engine start, and
5) The XBLEED selector and the associated ENG 1(2) BLEED pb-sw are placarded to prohibit their use on ground except for engine start, and
6) When the side 1 is affected, the APU BLEED pb-sw is placarded to prohibit its use on ground except for engine start.

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Reference(s)

(o) *Refer to OpsProc 30-11-04A Wing Anti-Ice Valve Seal*

30-11-05	Wing Anti-Ice System Redundancy

Ident.: MI-30-11-00024482.0002001 / 04 OCT 17
Applicable to: ALL

30-11-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

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30-21-01	Engine Anti-Ice System

Ident.: MI-30-21-00018463.0001001 / 13 APR 16
Applicable to: ALL

30-21-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(m) One may be inoperative provided that:

1) ETOPS is not conducted, and
2) The aircraft is not operated in known or forecast icing conditions, and
3) The PRSOV of the affected engine anti-ice system is deactivated in the closed position, and
4) The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation.

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-30-21-XX-02ZZZ-560Z-A*

30-21-02	Engine Anti-Ice PRSOV Shutoff Function

Ident.: MI-30-21-00018464.0001001 / 13 APR 16
Applicable to: ALL

30-21-02A PRSOV deactivated in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) (m) One or both may be inoperative provided that:

1) The PRV regulation function is operative, and
2) The affected PRSOV is deactivated in the open position, and
3) The A-ICE ENG 1(2) PRSOV SECURED OPEN message is displayed on the DISPATCH page after the deactivation, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 30-21-02A Engine Anti-Ice PRSOV Shutoff Function (PRSOV deactivated open)*

(m) *Refer to Maintenance Procedure A350-A-30-21-XX-01ZZZ-560Z-A*

30-21-02B PRSOV deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that:

1) ETOPS is not conducted, and
2) The affected PRSOV is deactivated in the closed position, and
3) The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation, and
4) The aircraft is not operated in known or forecast icing conditions.

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-30-21-XX-02ZZZ-560Z-A*

30-21-03	Engine Anti-Ice PRSOV Regulation Function

Ident.: MI-30-21-00018466.0001001 / 13 APR 16
Applicable to: ALL

30-21-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

30-21-04	Engine Anti-Ice PRV Regulation Function

Ident.: MI-30-21-00018467.0001001 / 13 APR 16
Applicable to: ALL

30-21-04A One or both inoperative and PRSOV regulation operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that the associated PRSOV regulation function is operative.

30-21-04B One or both deactivated open and PRSOV regulation operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that:
1) The associated PRSOV regulation function is operative, and
2) The affected PRV is deactivated in the open position, and
3) The A-ICE ENG 1(2) PRV SECURED OPEN message is displayed on the DISPATCH page after the deactivation.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-30-21-XX-00ZZZ-560Z-A*

30-21-04C One inoperative and PRSOV deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that:
1) ETOPS is not conducted, and
2) The aircraft is not operated in known or forecast icing conditions, and
3) The PRSOV on the associated engine anti-ice system is deactivated in the closed position, and
4) The A-ICE ENG 1(2) PRSOV SECURED CLOSED message is displayed on the DISPATCH page after the deactivation.

Note: ***Notify Dispatch.***

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Reference(s)

(m) *Refer to Maintenance Procedure A350-A-30-21-XX-02ZZZ-560Z-A*

30-21-05	Engine Anti-Ice System Monitoring

Ident.: MI-30-21-00018468.0001001 / 13 APR 16
Applicable to: ALL

30-21-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that:
1) ETOPS is not conducted, and
2) The aircraft is not operated in known or forecast icing conditions.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 30-21-05A Engine Anti-Ice System Monitoring*

30-21-06	Engine Anti-Ice System Pressure Monitoring

Ident.: MI-30-21-00018470.0001001 / 13 APR 16
Applicable to: ALL

30-21-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

30-21-07 Engine Anti-Ice System Command

Ident.: MI-30-21-00020626.0001001 / 13 APR 16
Applicable to: ALL

30-21-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 30-21-07A Engine Anti-Ice System Command*

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30-31-01	ADR Probes Heating Function

Ident.: MI-30-31-00015715.0001001 / 13 APR 16
Applicable to: ALL

30-31-01A Automatic ADR probes heating function inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

One ADR probe heating function in automatic mode may be inoperative provided that the PROBE & WINDOW HEAT pb-sw is set to ON.

30-31-01B Automatic and manual ADR probes heating function inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**Yes**

One ADR probe heating function in automatic and manual modes may be inoperative provided that the associated ADR is considered inoperative.
Refer to Item 34-12-01 ADR

Note: ***Notify Dispatch.***

30-31-02	MFP Heating Function

Ident.: MI-30-31-00015716.0001001 / 13 APR 16
Applicable to: ALL

30-31-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

One may be inoperative provided that the associated ADR is considered inoperative.
Refer to Item 34-12-01 ADR

Note: ***Notify Dispatch.***

30-31-03 Sideslip Probe Heating Function

Ident.: MI-30-31-00015717.0002001 / 05 NOV 20
1 **Applicable to: B-18901, B-18902, B-18917, B-18918**

30-31-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

One may be inoperative on one ADR provided that both non-affected ADRs are operative.

30-31-04 Static Probe Heating Function

Ident.: MI-30-31-00015718.0001001 / 13 APR 16
Applicable to: ALL

30-31-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**6**	**4**	**No**

One or two may be inoperative on the same ADR provided that both non-affected ADRs, their associated probes, and their associated heating functions are operative.

30-31-05 Heating of the Standby Pitot Probe

Ident.: MI-30-31-00014510.0001001 / 03 JUL 20
Applicable to: ALL

30-31-05A Aircraft not operated in known or forecast icing conditions

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the aircraft is not operated in known or forecast icing conditions along the intended flight route.

Note: ***Notify Dispatch.***

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30-31-05B Standby pitot probe considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 3 flights provided that the standby pitot probe is considered inoperative.

Refer to Item 34-23-01 Standby Pitot Probe

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

30-31-06	Heating of the Standby Static Probe

Ident.: MI-30-31-00014511.0001001 / 13 APR 16
Applicable to: ALL

30-31-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that the aircraft is not operated in known or forecast icing conditions along the intended flight route.

Note: ***Notify Dispatch.***

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30-42-01	Windows Heating Control

Ident.: MI-30-42-00011795.0001001 / 13 APR 16
Applicable to: ALL

30-42-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that:

1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and

2) CAT II/III operations are not allowed when CM1 side is inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 30-42-01A Windows Heating Control*

30-42-02	Window Heating

Ident.: MI-30-42-00011811.0001001 / 13 APR 16
Applicable to: ALL

30-42-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

One or more may be inoperative.

30-42-03 Front Windshield Heating

Ident.: MI-30-42-00011799.0001001 / 13 APR 16
Applicable to: ALL

30-42-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that:
1) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and
2) CAT II/III operations are not allowed when CM1 side is inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 30-42-03A Front Windshield Heating*

30-45-01 Windshield Wiper

Ident.: MI-30-45-00011812.0001001 / 13 APR 16
Applicable to: ALL

30-45-01A One inoperative on the CM2 side

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**Yes**

One may be inoperative on the CM2 side for 3 flights.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

30-45-01B One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that:

1) The aircraft is not operated in known or forecast precipitation within intended departure and arrival areas, and

2) CAT II/III operations are not allowed when CM1 side is inoperative.

Note: ***Notify Dispatch.***

Note: *The intended arrival and departure areas include alternate aerodromes required to be selected by the operational rules.*

Reference(s)

(o) *Refer to OpsProc 30-45-01B Windshield Wiper*

30-45-02 Rain Repellent

Ident.: MI-30-45-00011816.0001001 / 13 APR 16
Applicable to: ALL

30-45-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

One or both may be inoperative.

30-71-01 Drain Mast Heating System

Ident.: MI-30-71-00013338.0001001 / 06 JAN 23

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

30-71-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that:

1) The associated lavatories are placarded "INOPERATIVE-DO NOT ENTER" and are not used, and

2) The associated lavatory water supplies and associated galleys water supplies are closed.

Note: ***Notify Dispatch.***

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

Note: *The FWD drain mast heating is supplied to the lavatories L11, L35, and L36. The AFT drain mast heating is supplied to the lavatories L53, L54, L61, L62 and L73.*

Note: *The AFT drain mast heating must be operative when more than 120 passengers in economy class are on board.*

Reference(s)

(o) *Refer to OpsProc 30-71-01A Drain Mast Heating System*

30-71-01 Drain Mast Heating System

2 Ident.: MI-30-71-00013338.9000085 / 12 JAN 24

Applicable to: B-18919

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30-71-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that:

1) The associated lavatories are placarded "INOPERATIVE-DO NOT ENTER" and are not used, and

2) The associated lavatory water supplies and associated galleys water supplies are closed.

Note: ***Notify Dispatch.***

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

Note: *The FWD drain mast heating is supplied to the lavatories L11, L35, and L36. The AFT drain mast heating is supplied to the lavatories L53, L54, L61, L62, L73 and L74.*

Note: *The AFT drain mast heating must be operative when more than 110 passengers in economy class are on board.*

Reference(s)

(o) *Refer to OpsProc 30-71-01A Drain Mast Heating System*

30-81-01 Ice Detection System

Ident.: MI-30-81-00011818.0001001 / 13 APR 16
Applicable to: ALL

30-81-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 30-81-01A Ice Detection System*

30-81-02 External Visual Icing Indicator

Ident.: MI-30-81-00011819.0001001 / 13 APR 16
Applicable to: ALL

30-81-02A

Repair interval	Nbr installed	Nbr required	Placard
–	**2**	**–**	**No**

Refer to 30-04 Cockpit Ice Visual Indicator (CDL Chapter)

30-81-03 Lighting of External Visual Icing Indicator

Ident.: MI-30-81-00011822.0001001 / 11 APR 18
Applicable to: ALL

30-81-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

One may be inoperative.

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30-81-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

(o) Both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 30-81-03B Lighting of External Visual Icing Indicator*

31-01-01 RCDR GND CTL pb ON light

Ident.: MI-31-01-00011854.0001001 / 13 APR 16
Applicable to: ALL

31-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

31-01-31 RCDR GND CTL pb

Ident.: MI-31-01-00011855.0001001 / 13 APR 16
Applicable to: ALL

31-01-31A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-01-31A RCDR GND CTL pb-sw*

31-01-32 DFDR EVENT pb

Ident.: MI-31-01-00011856.0001001 / 13 APR 16
Applicable to: ALL

31-01-32A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

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31-02-01 AIR & ELEC Overhead Panel (225VM)

Ident.: MI-31-02-00023935.0001001 / 05 APR 17
Applicable to: ALL

31-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the GALLEY pb-sw is checked operative.

Reference(s)

(o) *Refer to OpsProc 31-02-01A AIR & ELEC Overhead Panel (225VM)*

31-02-02 FUEL & HYD Overhead Panel (235VM)

Ident.: MI-31-02-00023938.0001001 / 05 APR 17
Applicable to: ALL

31-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the HYD G(Y) HYD SYS PANEL message is not displayed on the DISPATCH page.

Reference(s)

(o) *Refer to OpsProc 31-02-02A FUEL & HYD Overhead Panel (235VM)*

31-02-03	LOWER CENTER Overhead Panel (215VM)

Ident.: MI-31-02-00023940.0002001 / 11 JAN 19
Applicable to: ALL

31-02-03A Lights inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that none of the following dispatch message is displayed on the DISPATCH page:

- A-ICE ENG 1 NAI COMMAND
- A-ICE ENG 2 NAI COMMAND
- EXT LT CTL DEGRADED
- A-ICE WING SYS
- CAB PRESS MAN CTL

Reference(s)

(o) *Refer to OpsProc 31-02-03A LOWER CENTER Overhead Panel (215VM) Lights Inoperative*

31-02-03B Lights and commands inoperative on side 1 (CAN 1 lost)

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:

1) None of the following dispatch message is displayed on the DISPATCH page:

- A-ICE ENG 2 NAI COMMAND
- EXT LT CTL DEGRADED
- A-ICE WING SYS
- CAB PRESS MAN CTL

2) The engine 1 anti-ice system command is considered inoperative.
Refer to Item 30-21-07 Engine Anti-Ice System Command.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 31-02-03B LOWER CENTER Overhead Panel (215VM) Lights and Commands Inoperative on side 1 (CAN 1 lost)*

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31-02-03C Lights and commands inoperative on side 2 (CAN 2 lost)

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:

1) None of the following dispatch message is displayed on the DISPATCH page:

- A-ICE ENG 1 NAI COMMAND
- EXT LT CTL DEGRADED
- A-ICE WING SYS
- CAB PRESS MAN CTL

2) The engine 2 anti-ice system command is considered inoperative.
Refer to Item 30-21-07 Engine Anti-Ice System Command.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 31-02-03C LOWER CENTER Overhead Panel (215VM) Lights and Commands Inoperative on side 2 (CAN 2 lost)*

31-02-04	**LOWER LEFT Overhead Panel (211VM)**

Ident.: MI-31-02-00023947.0001001 / 05 APR 17
Applicable to: ALL

31-02-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-02-04A LOWER LEFT Overhead Panel (211VM)*

31-02-05	LOWER RIGHT Overhead Panel (212VM)

Ident.: MI-31-02-00023951.0001001 / 11 JAN 18
Applicable to: ALL

31-02-05A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) May be inoperative for 10 consecutive calendar days provided that the IFEC pb-sw is checked operative.

Reference(s)

(o) *Refer to OpsProc 31-02-05A LOWER RIGHT Overhead Panel (212VM)*

31-02-06	MAINTENANCE Overhead Panel (255VM)

Ident.: MI-31-02-00023953.0001001 / 05 APR 17
Applicable to: ALL

31-02-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-02-06A MAINTENANCE Overhead Panel (255VM)*

31-02-07	MID LEFT Overhead Panel (221VM)

Ident.: MI-31-02-00023956.0001001 / 05 APR 17
Applicable to: ALL

31-02-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

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Reference(s)

(o) *Refer to OpsProc 31-02-07A MID LEFT Overhead Panel (221VM)*

31-02-08	**MID RIGHT Overhead Panel (222VM)**

Ident.: MI-31-02-00023958.0001001 / 11 JAN 19
Applicable to: ALL

31-02-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

<u>Note:</u> *The following functions may be inoperative:*

- *Manual control of the green/yellow electric motor pump.*
- *If SURV ROW/ROP pb-sw is inoperative, Refer to Item 34-02-32 ROW/ROP pb-sw.*
- *If SURV T.O SURV pb-sw is inoperative, Refer to Item 34-02-31 T.O SURV pb-sw.*

Reference(s)

(o) *Refer to OpsProc 31-02-08A MID RIGHT Overhead Panel (222VM)*

31-02-09	**BRAKE Panel (312VM)**

Ident.: MI-31-02-00023961.0001001 / 05 APR 17
Applicable to: ALL

31-02-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-02-09A BRAKE Panel (312VM)*

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31-08-01 MEMO messages on the WD or PFD

Ident.: MI-31-08-00024897.0001001 / 09 JUL 20
Applicable to: ALL

31-08-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**–**	**0**	**No**

One or more may be inoperative provided that the affected MEMO message is confirmed to be false or missing by troubleshooting.

Intentionally left blank

31-19-01 ECAM Control Panel 2

Ident.: MI-31-19-00011629.0001001 / 13 APR 16
Applicable to: ALL

31-19-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

31-19-02 System Page Manual Call pb on the ECP

Ident.: MI-31-19-00011632.0001001 / 13 APR 16
Applicable to: ALL

31-19-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**12**	**0**	**Yes**

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-19-02A System Page Manual Call pb on the ECP*

31-19-03 VIDEO pb on the ECP

Ident.: MI-31-19-00011630.0001001 / 13 APR 16
Applicable to: ALL

31-19-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-19-03A VIDEO pb on the ECP*

31-19-04	VIDEO dual knob on the ECP

Ident.: MI-31-19-00011631.0001001 / 13 APR 16
Applicable to: ALL

31-19-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

31-19-05	CLEAR pb on the ECP

Ident.: MI-31-19-00011635.0001001 / 13 APR 16
Applicable to: ALL

31-19-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative.

31-19-06	RCL LAST pb on the ECP

Ident.: MI-31-19-00011637.0001001 / 13 APR 16
Applicable to: ALL

31-19-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

31-19-07 STS pb on the ECP

Ident.: MI-31-19-00011638.0001001 / 13 APR 16
Applicable to: ALL

31-19-07A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(o) May be inoperative for 3 flights.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 31-19-07A STS pb on the ECP*

31-19-08 MORE pb on the ECP

Ident.: MI-31-19-00011790.0001001 / 13 APR 16
Applicable to: ALL

31-19-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

31-19-09 VALID pb on the ECP

Ident.: MI-31-19-00011639.0001001 / 13 APR 16
Applicable to: ALL

31-19-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative provided that the opposite VALID pb and its associated scroll wheel are operative.

31-19-10 Scroll Wheel on the ECP

Ident.: MI-31-19-00011640.0001001 / 13 APR 16
Applicable to: ALL

31-19-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative provided that the opposite scroll wheel and associated VALID pb are operative.

31-19-11 T.O CONFIG pb on the ECP

Ident.: MI-31-19-00011641.0001001 / 13 APR 16
Applicable to: ALL

31-19-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-19-11A T.O CONFIG pb on the ECP*

31-19-12 SD knob on the ECP

Ident.: MI-31-19-00024821.0001001 / 12 SEP 18
Applicable to: ALL

31-19-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-19-12A SD knob on the ECP*

31-28-01 Tail Strike Detection

Ident.: MI-31-28-00011882.0001001 / 13 APR 16
Applicable to: ALL

31-28-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-28-01A Tail Strike Detection*

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31-30-01	Recorder System

Ident.: MI-31-30-00011857.0001001 / 09 SEP 22
Applicable to: ALL

31-30-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative for 8 flights or 3 consecutive calendar days, whichever occurs first provided that the CVR is operative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 31-30-01A Recorder System*

31-30-02	Digital Flight Data Recorder (DFDR)

Ident.: MI-31-30-00011858.0001001 / 01 JUL 22
Applicable to: ALL

31-30-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 8 flights or 3 consecutive calendar days, whichever occurs first provided that:

1) Cockpit Voice Recorder (CVR) operates normally, and

2) The aircraft is not dispatched from TPE unless:

- The DFDR failure occurs after pushback but prior to takeoff, or
- The DFDR repair was attempted but was not successful, and

3) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until next back to TPE.

Note: ***Notify Dispatch.***

31-30-03 Recorder Accelerometer

Ident.: MI-31-30-00011859.0001001 / 07 JUL 22
Applicable to: ALL

31-30-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 31-30-03A Recorder Accelerometer*

31-30-04 Virtual Quick Access Recorder (VQAR)

Ident.: MI-31-30-00011860.0001001 / 13 APR 16
Applicable to: ALL

31-30-04A Alternate procedures established and used

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that alternate procedures are established and used.

Reference(s)

(o) *Refer to OpsProc 31-30-04A Virtual Quick Access Recorder (VQAR)*

31-30-04B Procedures do not require its use

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative provided that procedures do not require its use.

31-50-01	FWS 2

Ident.: MI-31-50-00011621.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

31-50-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 31-50-01A Flight Warning System (FWS)*

31-50-01	FWS 2

2 Ident.: MI-31-50-00011621.0003001 / 12 JAN 24
Applicable to: B-18919

31-50-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) The pitch trim position is checked on both PFDs, and
2) CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 31-50-01A Flight Warning System (FWS)*

31-50-02 MASTER CAUT Cancel Function

Ident.: MI-31-50-00011623.0001001 / 13 APR 16
Applicable to: ALL

31-50-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative.

31-50-03 MASTER WARN Cancel Function

Ident.: MI-31-50-00011625.0001001 / 13 APR 16
Applicable to: ALL

31-50-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative.

31-50-04 MASTER CAUT light

Ident.: MI-31-50-00011626.0001001 / 13 APR 16
Applicable to: ALL

31-50-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative.

31-50-05 MASTER WARN light

Ident.: MI-31-50-00011628.0001001 / 13 APR 16
Applicable to: ALL

31-50-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative.

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31-60-01 OUTER DU

Ident.: MI-31-60-00011646.0001001 / 05 JAN 18
Applicable to: ALL

31-60-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that:
1) Both INNER DUs are operative, and
2) Both CENTER DUs are operative, and
3) The affected OUTER DU is set to OFF, and
4) The DISPLAY CYCLE pb is checked operative on the affected side.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 31-60-01A OUTER DU*

31-60-02 CENTER DU

Ident.: MI-31-60-00011647.0001001 / 05 JAN 18
Applicable to: ALL

31-60-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that:
1) Both OUTER DUs are operative, and
2) Both INNER DUs are operative, and
3) The affected CENTER DU is set to OFF, and
4) The DISPLAY CYCLE pb is checked operative on both sides.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

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Reference(s)

(o) *Refer to OpsProc 31-60-02A CENTER DU*

31-60-03	**INNER DU**

Ident.: MI-31-60-00021773.0001001 / 05 JAN 18
Applicable to: ALL

31-60-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that:
1) Both OUTER DUs are operative, and
2) Both CENTER DUs are operative, and
3) The affected INNER DU is set to OFF, and
4) The DISPLAY CYCLE pb is checked operative on the affected side.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 31-60-03A INNER DU*

31-60-04	**DU Monitoring**

Ident.: MI-31-60-00011654.0002001 / 13 APR 16
Applicable to: ALL

31-60-04A

Repair interval	Nbr installed	Nbr required	Placard
B	**3**	**2**	**No**

One may be inoperative provided that all the DUs are operative.

31-60-05	Mailbox Access

Ident.: MI-31-60-00011675.0001001 / 06 JUL 18
Applicable to: ALL

31-60-05A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

One may be inoperative.

31-60-05B Two inoperative and procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

(o) Both may be inoperative provided that procedures do not require the use of the ATC datalink.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 31-60-05B Mailbox Access (procedures do not require ATC datalink)*

31-60-05C Two inoperative and procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both may be inoperative provided that both HF are operative and used for ATC communication.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 31-60-05C Mailbox Access (procedures require ATC datalink)*

31-60-06 CENTER LOWER DU Access

Ident.: MI-31-60-00011676.0002001 / 10 JUL 19
Applicable to: ALL

31-60-06A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) One may be inoperative for 10 consecutive calendar days provided that the AVIONICS NETWORK SW OR CABLE message is not displayed on the DISPATCH page .

Reference(s)

(o) *Refer to OpsProc 31-60-06A CENTER LOWER DU Access (one inoperative)*

31-60-06B One or both inoperative with full access to the MFD

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) One or both may be inoperative for 10 consecutive calendar days provided that:
1) The AVIONICS NETWORK SW OR CABLE message is not displayed on the DISPATCH page, and
2) The CAPT or the F/O OIS session is transferred to the CENTER LOWER DU, and
3) The CAPT and the F/O MFD are transferred to the CAPT and the F/O OUTER DUs, and
4) The CAPT and the F/O access to the CAPT and the F/O OUTER DUs are checked operative.

Reference(s)

(o) *Refer to OpsProc 31-60-06B CENTER LOWER DU Access (one or both inoperative with full access to the MFD)*

31-60-07	DISPLAY CYCLE pb

Ident.: MI-31-60-00011677.0001001 / 13 APR 16
Applicable to: ALL

31-60-07A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative.

31-60-07B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) Both may be inoperative provided that the MFD shortcut on one KCCU keyboard is checked operative.

Reference(s)

(o) *Refer to OpsProc 31-60-07B DISPLAY CYCLE pb*

31-60-08	DISPLAY CYCLE pb AVAIL light

Ident.: MI-31-60-00020631.0001001 / 13 APR 16
Applicable to: ALL

31-60-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

31-60-09	CAPT(F/O) OIS ON CENTER pb-sw

Ident.: MI-31-60-00011678.0001001 / 13 APR 16
Applicable to: ALL

31-60-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

31-60-10	CAPT(F/O) OIS ON CENTER pb-sw INOP light

Ident.: MI-31-60-00020632.0001001 / 13 APR 16
Applicable to: ALL

31-60-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

31-60-11	CAPT(F/O) OIS ON CENTER pb-sw ON light

Ident.: MI-31-60-00020633.0001001 / 13 APR 16
Applicable to: ALL

31-60-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

31-60-12	OIS VIEW OFFSIDE pb-sw

Ident.: MI-31-60-00011679.0001001 / 13 APR 16
Applicable to: ALL

31-60-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

31-60-13	OIS VIEW OFFSIDE pb INOP light

Ident.: MI-31-60-00020634.0001001 / 13 APR 16
Applicable to: ALL

31-60-13A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

31-60-14	OIS VIEW OFFSIDE pb ON light

Ident.: MI-31-60-00020635.0001001 / 13 APR 16
Applicable to: ALL

31-60-14A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

31-60-15	CDS Backup Raw Data

Ident.: MI-31-60-00011682.0001001 / 13 APR 16
Applicable to: ALL

31-60-15A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

31-60-16	CDS Backup Procedures

Ident.: MI-31-60-00011683.0001001 / 13 APR 16
Applicable to: ALL

31-60-16A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

31-60-17	CAN Bus Redundancy

1 Ident.: MI-31-60-00025743.0002001 / 07 OCT 21
Applicable to: B-18919

31-60-17A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days provided that none of the following messages is displayed on the DISPATCH page:

- CDS AVNCS NETWORK A COM REDUNDANCY
- CDS AVNCS NETWORK B COM REDUNDANCY
- CDS CAPT INNER DU
- CDS F/O INNER DU.

31-60-17 CAN Bus Redundancy

Ident.: MI-31-60-00025743.0003001 / 07 OCT 21

2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

31-60-17A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days provided that none of the following messages is displayed on the DISPATCH page:

- AVIONICS NETWORK SW OR CABLE
- CDS AVNCS NETWORK A COM REDUNDANCY
- CDS AVNCS NETWORK B COM REDUNDANCY.

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31-62-01 KCCU Cursor Control Device

Ident.: MI-31-62-00011680.0001001 / 13 JAN 16
Applicable to: ALL

31-62-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) (m) One or both may be inoperative provided that:
1) The affected KCCU cursor control device is set to OFF, and
2) The associated KCCU keyboard is checked operative.

Reference(s)

(o) *Refer to OpsProc 31-62-01A KCCU Cursor Control Device*
(m) *Refer to Maintenance Procedure A350-A-31-62-12-03ZZZ-560Z-A*

31-62-02 KCCU Keyboard

Ident.: MI-31-62-00011681.0001001 / 13 JAN 16
Applicable to: ALL

31-62-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) (m) One or both may be inoperative provided that:
1) The affected KCCU keyboard is set to OFF, and
2) The associated KCCU cursor control device is checked operative.

Reference(s)

(o) *Refer to OpsProc 31-62-02A KCCU Keyboard*
(m) *Refer to Maintenance Procedure A350-A-31-62-12-01ZZZ-560Z-A*

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31-66-01	CMV

Ident.: MI-31-66-00011655.0001001 / 13 APR 16
Applicable to: ALL

31-66-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that the OIS ON CENTER pb-sw is operative on the affected side.

Reference(s)

(o) *Refer to OpsProc 31-66-01A CMV (one CMV inoperative and associated OIS display available)*

31-66-01B One or both inoperative and associated OIS display considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative provided that the OIS display is considered inoperative on the affected side.
Refer to Item 46-25-01 OIS Display

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 31-66-01B CMV (one or both CMV inoperative and associated OIS display not available)*

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32-07-01 Brake Temperature Monitoring on the WHEEL SD page

Ident.: MI-32-07-00014527.0001001 / 24 MAR 17
Applicable to: ALL

32-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**4**	**No**

(o) (m) A maximum of two brake temperature indications per landing gear may be inoperative provided that:

1) The brakes associated with the operative brake temperature indications are operative, and
2) The ground brake cooling time is applied, and
3) The MLG Bay fire detection is fully operative.

Note: ***Notify Dispatch.***

Note: *Application of the maintenance procedure to deactivate the affected brake temperature sensor is not mandatory and may be applied to prevent the erroneous display of the BRAKES HOT alert when the affected brake temperature sensor is erroneous.*

Note: *Aircraft dispatch is permitted when all the available brake temperature indications on the WHEEL SD page are below 150 °C.*

Reference(s)

(o) *Refer to OpsProc 32-07-01A Brake Temperature Monitoring on the WHEEL SD page*
(m) *Refer to Maintenance Procedure A350-A-32-47-XX-00ZZZ-560Z-A*

32-07-02 Tire Pressure Monitoring on the WHEEL SD page

Ident.: MI-32-07-00014528.0001001 / 02 FEB 17
Applicable to: ALL

32-07-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**10**	**0**	**No**

(m) One or more tire pressure indications may be inoperative provided that the pressure of the affected tire is checked every calendar day.

Note: *Application of the maintenance procedure to deactivate the affected tire pressure sensor is only necessary when the affected tire pressure sensor is erroneous.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-49-XX-00ZZZ-560Z-A*

32-09-01	BRAKES CAPT(F/O) BRK PEDAL TRANSMITTER UNIT MESSAGE

Ident.: MI-32-09-00014530.0001001 / 13 APR 16
Applicable to: ALL

32-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(o) May be displayed on the DISPATCH page page provided that:
1) Both brake control systems are operative, and
2) The CAPT brake pedals are checked operative when the CAPT side is affected.

Reference(s)

(o) *Refer to OpsProc 32-09-01A BRAKES CAPT(F/O) BRK PEDAL TRANSMITTER UNIT Message*

32-09-02	BRAKES REMOTE BRK CTL INPUT Message

Ident.: MI-32-09-00014531.0001001 / 13 APR 16
Applicable to: ALL

32-09-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page.

32-09-03	BRAKES REMOTE BRK CTL 1(2) ADIRU 1(2) INPUT Message

Ident.: MI-32-09-00014532.0001001 / 13 APR 16
Applicable to: ALL

32-09-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

A maximum of three may be displayed on the DISPATCH page provided that both brakes control systems are operative.

32-09-04 L/G MAIN L/G RAPID EXTENSION Message

Ident.: MI-32-09-00020636.0001001 / 13 APR 16
Applicable to: ALL

32-09-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(m) May displayed provided that the main landing gear retraction actuator is visually inspected.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-31-XX-04ZZZ-560Z-A*

32-09-05 L/G MAIN(NOSE) L/G HYD MECH Message

Ident.: MI-32-09-00023289.0001001 / 11 JAN 19
Applicable to: ALL

32-09-05A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(o) **(m)** One or both may be displayed provided that:

1) Landing gear doors are closed, and
2) A cover is installed on the L/G lever, and
3) A locking pin is installed on the affected landing gear, and
4) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
5) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and
6) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-09-05A L/G MAIN(NOSE) L/G HYD MECH Message*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-00ZZZ-560Z-A*

32-09-06 L/G GRVTY EXTN A(B) Message

Ident.: MI-32-09-00023290.0001001 / 11 JAN 19
Applicable to: ALL

32-09-06A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(o) (m) One may be displayed provided that:

1) A cover is installed on the L/G lever, and
2) Locking pins are installed on the landing gears, and
3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
4) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and
5) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-09-06A L/G GRVTY EXTN A(B) Message*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-00ZZZ-560Z-A*

32-09-07	L/G SAFETY INTERLOCK Message

Ident.: MI-32-09-00023291.0001001 / 11 JAN 19
Applicable to: ALL

32-09-07A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(o) (m) May be displayed provided that:

1) A cover is installed on the L/G lever, and
2) Locking pins are installed on the landing gears, and
3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
4) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and
5) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-09-07A L/G SAFETY INTERLOCK Message*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-00ZZZ-560Z-A*

32-09-08 L/G ADIRS SPEED DISAGREE Message

Ident.: MI-32-09-00023292.0001001 / 11 JAN 19
Applicable to: ALL

32-09-08A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(o) (m) May be displayed provided that:

1) A cover is installed on the L/G lever, and
2) Locking pins are installed on the landing gears, and
3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
4) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and
5) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-09-08A L/G ADIRS SPEED DISAGREE Message*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-00ZZZ-560Z-A*

32-09-10 STEER N/W STEER ANGLE LIMIT EXCEEDED Message

Ident.: MI-32-09-00024643.0001001 / 06 JUL 18
Applicable to: ALL

32-09-10A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**Yes**

(o) May be displayed on the DISPATCH page for 3 flights provided that the oversteer brackets are visually checked not damaged after each pushback/towing.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

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Reference(s)

(o) *Refer to OpsProc 32-09-10A STEER N/W STEER ANGLE LIMIT EXCEEDED Message*

32-31-01	Landing Gear Control

Ident.: MI-32-31-00014546.0002001 / 07 JAN 22
Applicable to: ALL

32-31-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that:

1) The associated landing gear gravity extension channel is checked operative before each flight, and

2) A system test of the braking system is performed before each flight, and

<u>Note:</u> *If a failure is detected during the system test of the braking system, refer to applicable MEL item.*

3) The NLG LH door fully open proximity sensor of the affected landing gear control system is deactivated, and

4) CPIOMs H61, H62, H63, and H64 are checked to be in the same software configuration, and

5) The L/G lever discrete signals are checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-31-XX-11ZZZ-560Z-A*

32-31-02	Landing Gear Pressure Transducer

Ident.: MI-32-31-00014549.0001001 / 13 APR 16
Applicable to: ALL

32-31-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the associated isolation valve is checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-31-XX-02ZZZ-560Z-A*

32-31-03	Main Landing Gear Retraction System

Ident.: MI-32-31-00014551.0002001 / 11 JAN 19
Applicable to: ALL

32-31-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that the affected main landing gear retraction system is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-31-XX-03ZZZ-560Z-A*

32-31-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) **(m)** Both may be inoperative provided that:

1) A cover is installed on the L/G lever, and
2) Locking pins are installed on the landing gears, and
3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
4) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and
5) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-31-03B Main Landing Gear Retraction System*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-00ZZZ-560Z-A*

32-31-04	Nose Landing Gear Retraction System

Ident.: MI-32-31-00014552.0002001 / 11 JAN 19
Applicable to: ALL

32-31-04A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that the affected nose landing gear retraction system is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-31-XX-00ZZZ-560Z-A*

32-31-04B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) (m) Both may be inoperative provided that:

1) A cover is installed on the L/G lever, and
2) Locking pins are installed on the landing gears, and
3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
4) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and
5) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-31-04B Nose Landing Gear Retraction System*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-00ZZZ-560Z-A*

32-31-05	Landing Gear Independent Downlock Source

Ident.: MI-32-31-00014554.0001001 / 13 APR 16
Applicable to: ALL

32-31-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

32-31-06	Main Landing Gear Downlock Spring

Ident.: MI-32-31-00023500.0001001 / 11 JAN 19
Applicable to: ALL

32-31-06A

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**0**	**No**

(o) (m) One or more may be missing provided that:
1) A cover is installed on the L/G lever, and
2) A locking pin is installed on the affected landing gear, and
3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
4) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and
5) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-31-06A Main Landing Gear Downlock Spring*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-00ZZZ-560Z-A*

32-31-07	Landing Gear Uplock

Ident.: MI-32-31-00023501.0001001 / 11 JAN 19
Applicable to: ALL

32-31-07A

Repair interval	Nbr installed	Nbr required	Placard
A	**3**	**2**	**No**

(o) (m) One may be inoperative provided that:

1) A cover is installed on the L/G lever, and
2) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
3) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and
4) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-31-07A Landing Gear Uplock*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-01ZZZ-560Z-A*

32-31-09	Landing Gear Pre-Arming Function

Ident.: MI-32-31-00025799.0004001 / 01 SEP 23
Applicable to: ALL

32-31-09A Landing Gear Pre-Arming Function Inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

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32-31-09B Landing Gear Pre-Arming Function Undue Activation

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be unduly activated provided that:

1) Landing gear doors are closed, and
2) A cover is installed on the L/G lever, and
3) Locking pins are installed on the landing gears, and
4) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
5) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down.
6) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-31-09B Landing Gear Pre-Arming Function Undue Activation*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-00ZZZ-560-Z-A*

32-32-01	Landing Gear Gravity Extension Redundancy

Ident.: MI-32-32-00014562.0002001 / 11 JAN 19
Applicable to: ALL

32-32-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that:
1) Both landing gear control systems are operative, and
2) The non-affected landing gear gravity extension channel is checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-33-XX-03ZZZ-560Z-A*

32-32-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) **(m)** Both may be inoperative provided that:
1) A cover is installed on the L/G lever, and
2) Locking pins are installed on the landing gears, and
3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
4) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and
5) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-32-01B Landing Gear Gravity Extension Redundancy*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-00ZZZ-560Z-A*

32-32-02	Landing Gear Gravity Extension Degraded

Ident.: MI-32-32-00014563.0002001 / 11 JAN 19
Applicable to: ALL

32-32-02A One degraded

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(m) One may be degraded for 10 consecutive calendar days provided that:
1) Both landing gear control systems are operative, and
2) The non-affected landing gear gravity extension channel is checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-33-XX-04ZZZ-560Z-A*

32-32-02B Both degraded

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) (m) Both may be degraded provided that:
1) A cover is installed on the L/G lever, and
2) Locking pins are installed on the landing gears, and
3) The aircraft is prepared for a flight with the landing gear down in accordance with the associated maintenance procedure before each flight, and
4) The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down, and
5) The flight is conducted for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 32-32-02B Landing Gear Gravity Extension Degraded*
(m) *Refer to Maintenance Procedure A350-A-05-59-32-00ZZZ-560Z-A*

32-32-03	Landing Gear Gravity Extension Module Installation

Ident.: MI-32-32-00014564.0001001 / 13 APR 16
Applicable to: ALL

32-32-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the associated gravity extension channel is checked operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-33-XX-02ZZZ-560Z-A*

32-32-04	Landing Gear APP Level Monitoring

Ident.: MI-32-32-00014565.0001001 / 13 APR 16
Applicable to: ALL

32-32-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the APP fluid level is visually checked in the associated reservoir before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-33-XX-00ZZZ-560Z-A*

32-32-05	Landing Gear Gravity Extension Test

Ident.: MI-32-32-00014566.0001001 / 13 APR 16
Applicable to: ALL

32-32-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the SSPC dedicated to the test circuit of the associated landing gear gravity extension channel is checked closed.

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Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-33-XX-01ZZZ-560Z-A*

32-33-01	Ground Door Opening System

Ident.: MI-32-33-00014567.0001001 / 13 APR 16
Applicable to: ALL

32-33-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**No**

(m) One or more may be inoperative provided that:

1) The associated landing gear doors are checked closed and locked before each flight, and

2) The associated ground door opening handle is checked stowed in the flight position before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-34-XX-00ZZZ-560Z-A*

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32-41-01	Nose Wheel Tie Bolt

Ident.: MI-32-41-00023798.0001001 / 24 MAR 17
Applicable to: ALL

32-41-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**24**	**22**	**No**

(m) One may be broken or missing on each wheel for 5 flights provided that:
1) The affected wheel tie bolt is removed, and
2) The associated wheel is checked for absence of damage.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-41-XX-03ZZZ-560Z-A*

32-41-02	Main Wheel Tie Bolt

Ident.: MI-32-41-00023977.0002001 / 01 DEC 23
Applicable to: ALL

32-41-02B Aircraft equipped with Collins Aerospace Wheels and Brakes

Repair interval	Nbr installed	Nbr required	Placard
A	**160**	**152**	**No**

(m) One may be broken or missing on each wheel for 5 flights provided that:
1) The affected tie bolt is fitted on a Collins Aerospace wheel, and
2) The affected wheel tie bolt is removed, and
3) The associated wheel and brake are checked for absence of damage.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-41-XX-03ZZZ-560Z-A*

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32-42-01 Normal Wheel Brake 01

Ident.: MI-32-42-00014568.0003001 / 22 JAN 21
Applicable to: ALL

32-42-01A Brake 01 in released configuration

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 01 may be inoperative in normal braking mode provided that:

1) Wheel brakes 02, 03, 04, 05 and 06 are operative in normal braking mode, and
2) Failure of wheel brake 01 is detected via the BRAKES BRK 01 RELEASED message on the DISPATCH page, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-01A Normal Wheel Brake 01 (brake in released configuration)*

32-42-01B Brake 01 in residual braking configuration or damaged

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The wheel brake 01 may be inoperative in normal braking mode provided that:

1) Wheel brakes 02, 03, 04, 05 and 06 are operative in normal braking mode, and
2) Wheel brake 01 is deactivated, and
3) The associated pressure transducer is deactivated if the failure of wheel brake 01 is detected via the BRAKES RESIDUAL BRAKING ON BRK 01 message on the DISPATCH page, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-01B Normal Wheel Brake 01 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

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32-42-01C Brake 01 damaged and removed

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The wheel brake 01 may be damaged provided that:

1) Wheel brakes 02, 03, 04, 05, and 06 are operative in normal braking mode, and
2) Wheel brake 01 is deactivated and removed, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-01C Normal Wheel Brake 01 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

32-42-02	Normal Wheel Brake 02

Ident.: MI-32-42-00014569.0003001 / 22 JAN 21
Applicable to: ALL

32-42-02A Brake 02 in released configuration

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 02 may be inoperative in normal braking mode provided that:

1) Wheel brakes 01, 03, 04, 05 and 06 are operative in normal braking mode, and
2) Failure of wheel brake 02 is detected via the BRAKES BRK 02 RELEASED message on the DISPATCH page, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-02A Normal Wheel Brake 02 (brake in released configuration)*

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32-42-02B Brake 02 in residual braking configuration or damaged

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The wheel brake 02 may be inoperative in normal braking mode provided that:

1) Wheel brakes 01, 03, 04, 05 and 06 are operative in normal braking mode, and
2) Wheel brake 02 is deactivated, and
3) The associated pressure transducer is deactivated if the failure of wheel brake 02 is detected via the BRAKES RESIDUAL BRAKING ON BRK 02 message on the DISPATCH page, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-02B Normal Wheel Brake 02 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

32-42-02C Brake 02 damaged and removed

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The wheel brake 02 may be damaged provided that:

1) Wheel brakes 01, 03, 04, 05, and 06 are operative in normal braking mode, and
2) Wheel brake 02 is deactivated and removed, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-02C Normal Wheel Brake 02 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

32-42-03 Normal Wheel brake 03

Ident.: MI-32-42-00018441.0003001 / 22 JAN 21
Applicable to: ALL

32-42-03A Brake 03 in released configuration

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 03 may be inoperative in normal braking mode provided that:
1) Wheel brakes 01, 02, 04, 07 and 08 are operative in normal braking mode, and
2) Failure of wheel brake 03 is detected via the BRAKES BRK 03 RELEASED message on the DISPATCH page, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-03A Normal Wheel Brake 03 (brake in released configuration)*

32-42-03B Brake 03 in residual braking configuration or damaged

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o)(m) The wheel brake 03 may be inoperative in normal braking mode provided that:
1) Wheel brakes 01, 02, 04, 07 and 08 are operative in normal braking mode, and
2) Wheel brake 03 is deactivated, and
3) The associated pressure transducer is deactivated if the failure of wheel brake 03 is detected via the BRAKES RESIDUAL BRAKING ON BRK 03 message on the DISPATCH page, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-03B Normal Wheel Brake 03 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

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32-42-03C Brake 03 damaged and removed

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The wheel brake 03 may be damaged provided that:

1) Wheel brakes 01, 02, 04, 07, and 08 are operative in normal braking mode, and
2) Wheel brake 03 is deactivated and removed, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-03C Normal Wheel Brake 03 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

32-42-04	**Normal Wheel Brake 04**

Ident.: MI-32-42-00018442.0003001 / 22 JAN 21
Applicable to: ALL

32-42-04A Brake 04 in released configuration

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 04 may be inoperative in normal braking mode provided that:

1) Wheel brakes 01, 02, 03, 07 and 08 are operative in normal braking mode, and
2) Failure of wheel brake 04 is detected via the BRAKES BRK 04 RELEASED message on the DISPATCH page, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-04A Normal Wheel Brake 04 (brake in released configuration)*

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32-42-04B Brake 04 in residual braking configuration or damaged

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The wheel brake 04 may be inoperative in normal braking mode provided that:

1) Wheel brakes 01, 02, 03, 07 and 08 are operative in normal braking mode, and
2) Wheel brake 04 is deactivated, and
3) The associated pressure transducer is deactivated if the failure of wheel brake 04 is detected via the BRAKES RESIDUAL BRAKING ON BRK 04 message on the DISPATCH page, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-04B Normal Wheel Brake 04 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

32-42-04C Brake 04 damaged and removed

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The wheel brake 04 may be damaged provided that:

1) Wheel brakes 01, 02, 03, 07, and 08 are operative in normal braking mode, and
2) Wheel brake 04 is deactivated and removed, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-04C Normal Wheel Brake 04 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

32-42-05 Normal Wheel Brake 05

Ident.: MI-32-42-00018443.0003001 / 22 JAN 21
Applicable to: ALL

32-42-05A Brake 05 in released configuration

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 05 may be inoperative in normal braking mode provided that:
1) Wheel brakes 01, 02, 06, 07 and 08 are operative in normal braking mode, and
2) Failure of wheel brake 05 is detected via the BRAKES BRK 05 RELEASED message on the DISPATCH page, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-05A Normal Wheel Brake 05 (brake in released configuration)*

32-42-05B Brake 05 in residual braking configuration or damaged

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The wheel brake 05 may be inoperative in normal braking mode provided that:
1) Wheel brakes 01, 02, 06, 07 and 08 are operative in normal braking mode, and
2) Wheel brake 05 is deactivated, and
3) The associated pressure transducer is deactivated if the failure of wheel brake 05 is detected via the BRAKES RESIDUAL BRAKING ON BRK 05 message on the DISPATCH page, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-05B Normal Wheel Brake 05 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

32-42-06 Normal Wheel Brake 06

Ident.: MI-32-42-00018444.0003001 / 22 JAN 21
Applicable to: ALL

32-42-06A Brake 06 in released configuration

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 06 may be inoperative in normal braking mode provided that:
1) Wheel brakes 01, 02, 05, 07 and 08 are operative in normal braking mode, and
2) Failure of wheel brake 06 is detected via the BRAKES BRK 06 RELEASED message on the DISPATCH page, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-06A Normal Wheel Brake 06 (brake in released configuration)*

32-42-06B Brake 06 in residual braking configuration or damaged

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The wheel brake 06 may be inoperative in normal braking mode provided that:
1) Wheel brakes 01, 02, 05, 07 and 08 are operative in normal braking mode, and
2) Wheel brake 06 is deactivated, and
3) The associated pressure transducer is deactivated if the failure of wheel brake 06 is detected via the BRAKES RESIDUAL BRAKING ON BRK 06 message on the DISPATCH page, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-06B Normal Wheel Brake 06 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

32-42-07	Normal Wheel Brake 07

Ident.: MI-32-42-00018445.0003001 / 22 JAN 21
Applicable to: ALL

32-42-07A Brake 07 in released configuration

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 07 may be inoperative in normal braking mode provided that:

1) Wheel brakes 03, 04, 05, 06 and 08 are operative in normal braking mode, and
2) Failure of wheel brake 07 is detected via the BRAKES BRK 07 RELEASED message on the DISPATCH page, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-07A Normal Wheel Brake 07 (brake in released configuration)*

32-42-07B Brake 07 in residual braking configuration or damaged

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) The wheel brake 07 may be inoperative in normal braking mode provided that:

1) Wheel brakes 03, 04, 05, 06 and 08 are operative in normal braking mode, and
2) Wheel brake 07 is deactivated, and
3) The associated pressure transducer is deactivated if the failure of wheel brake 07 is detected via the BRAKES RESIDUAL BRAKING ON BRK 07 message on the DISPATCH page, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-07B Normal Wheel Brake 07 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

32-42-08	Normal Wheel Brake 08

Ident.: MI-32-42-00018446.0003001 / 22 JAN 21
Applicable to: ALL

32-42-08A Brake 08 in released configuration

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 08 may be inoperative in normal braking mode provided that:
1) Wheel brakes 03, 04, 05, 06 and 07 are operative in normal braking mode, and
2) Failure of wheel brake 08 is detected via the BRAKES BRK 08 RELEASED message on the DISPATCH page, and
3) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-08A Normal Wheel Brake 08 (brake in released configuration)*

32-42-08B Brake 08 in residual braking configuration or damaged

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o)(m) The wheel brake 08 may be inoperative in normal braking mode provided that:
1) Wheel brakes 03, 04, 05, 06 and 07 are operative in normal braking mode, and
2) Wheel brake 08 is deactivated, and
3) The associated pressure transducer is deactivated if the failure of wheel brake 08 is detected via the BRAKES RESIDUAL BRAKING ON BRK 08 message on the DISPATCH page, and
4) Flight Manual performance penalties are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-08B Normal Wheel Brake 08 (brake in residual braking or damaged)*
(m) *Refer to Maintenance Procedure A350-A-32-42-XX-00ZZZ-560Z-A*

32-42-13	Remote Brakes Control Unit Channel A

Ident.: MI-32-42-00014574.0001001 / 13 APR 16
Applicable to: ALL

32-42-13A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

32-42-14	Remote Brakes Control Unit Channel B

Ident.: MI-32-42-00014575.0001001 / 13 APR 16
Applicable to: ALL

32-42-14A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that:
1) Both brakes control systems are operative, and
2) Both RBCU channel A are operative, and
3) CAPT and F/O brake pedal transmitter units are operative.

Reference(s)

(o) *Refer to OpsProc 32-42-14A Remote Brakes Control Unit Channel B*

32-42-16	Normal Brake Servo Valve Redundancy

Ident.: MI-32-42-00014577.0001001 / 13 APR 16
Applicable to: ALL

32-42-16A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

32-42-17	**Green(Yellow) Normal Brake Selector Valve Redundancy**

Ident.: MI-32-42-00014578.0001001 / 13 APR 16
Applicable to: ALL

32-42-17A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

32-42-18	**Wheel Brake Pressure Transducer**

Ident.: MI-32-42-00014570.0001001 / 04 OCT 16
Applicable to: ALL

32-42-18A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**6**	**No**

(o) One may be inoperative on each wheel group (AFT or FWD).

Reference(s)

(o) *Refer to OpsProc 32-42-18A Wheel Brake Pressure Transducer*

32-42-19	**Green Left(Right) Normal Brake Selector Valve Pressure Transducer**

Ident.: MI-32-42-00014571.0001001 / 04 OCT 16
Applicable to: ALL

32-42-19A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

32-42-20	Yellow Left(Right) Normal Brake Selector Valve Pressure Transducer

Ident.: MI-32-42-00014572.0001001 / 04 OCT 16
Applicable to: ALL

32-42-20A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

32-42-21	Brakes Control System

Ident.: MI-32-42-00014573.0001001 / 04 OCT 16
Applicable to: ALL

32-42-21A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

32-42-22	A/BRK pb

Ident.: MI-32-42-00014558.0001001 / 24 MAR 17
Applicable to: ALL

32-42-22A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-22A A/BRK pb*

32-42-23	A/BRK pb light

Ident.: MI-32-42-00014559.0001001 / 04 OCT 16
Applicable to: ALL

32-42-23A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 32-42-23A A/BRK pb light*

32-42-24	BRAKE RWY COND selector

Ident.: MI-32-42-00018764.0001001 / 04 OCT 16
Applicable to: ALL

32-42-24A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 32-42-24A BRAKE RWY COND Selector*

32-42-25	BTV

Ident.: MI-32-42-00020585.0001001 / 13 APR 16
Applicable to: ALL

32-42-25A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

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Reference(s)

(o) *Refer to OpsProc 32-42-25A BTV*

32-42-26	ROW/ROP

Ident.: MI-32-42-00020589.0001001 / 13 APR 16
Applicable to: ALL

32-42-26A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 32-42-26A ROW/ROP*

32-42-27	Auto Brake

Ident.: MI-32-42-00024026.0001001 / 24 MAR 17
Applicable to: ALL

32-42-27A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:

1) None of the following message is displayed on the DISPATCH page: BRAKES G ACCU REINFLATE, and BRAKES Y ACCU REINFLATE, and

2) CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-42-27A Auto Brake*

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32-43-01	Alternate Wheel Brake 01

Ident.: MI-32-43-00014535.0001001 / 28 APR 23
Applicable to: ALL

32-43-01A Brake 02 operative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 01 may be inoperative in alternate braking mode provided that wheel brakes 02, 03, 04, 05 and 06 are operative in alternate braking mode.

Reference(s)

(o) *Refer to OpsProc 32-43-01A Alternate Wheel Brake 01*

32-43-01B Brake 02 inoperative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 01 may be inoperative in alternate braking mode provided that:

1) The wheel brake 02 is also inoperative in alternate braking mode, and
2) The wheel brakes 03, 04, 05, 06, 07 and 08 are operative in normal and alternate braking modes, and
3) There is no other failure in the braking system, and
4) Both engine thrust reversers are operative, and
5) All spoilers are operative, and
6) The ground spoiler control system is operative, and
7) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-43-01B Alternate Wheel Brake 01 (Brake 02 inoperative in alternate braking mode)*

32-43-02	Alternate Wheel Brake 02

Ident.: MI-32-43-00014536.0001001 / 28 APR 23
Applicable to: ALL

32-43-02A Brake 01 operative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 02 may be inoperative in alternate braking mode provided that wheel brakes 01, 03, 04, 05 and 06 are operative in alternate braking mode.

Reference(s)

(o) *Refer to OpsProc 32-43-02A Alternate Wheel Brake 02*

32-43-02B Brake 01 inoperative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 02 may be inoperative in alternate braking mode provided that:

1) The wheel brake 01 is also inoperative in alternate braking mode, and
2) The wheel brakes 03, 04, 05, 06, 07 and 08 are operative in normal and alternate braking modes, and
3) There is no other failure in the braking system, and
4) Both engine thrust reversers are operative, and
5) All spoilers are operative, and
6) The ground spoiler control system is operative, and
7) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-43-02B Alternate Wheel Brake 02 (Brake 01 inoperative in alternate braking mode)*

32-43-03	Alternate Wheel Brake 03

Ident.: MI-32-43-00018490.0001001 / 28 APR 23
Applicable to: ALL

32-43-03A Brake 04 operative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 03 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 04, 07 and 08 are operative in alternate braking mode.

Reference(s)

(o) *Refer to OpsProc 32-43-03A Alternate Wheel Brake 03*

32-43-03B Brake 04 inoperative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 03 may be inoperative in alternate braking mode provided that:

1) The wheel brake 04 is also inoperative in alternate braking mode, and
2) The wheel brakes 01, 02, 05, 06, 07 and 08 are operative in normal and alternate braking modes, and
3) There is no other failure in the braking system, and
4) Both engine thrust reversers are operative, and
5) All spoilers are operative, and
6) The ground spoiler control system is operative, and
7) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-43-03B Alternate Wheel Brake 03 (Brake 04 inoperative in alternate braking mode)*

32-43-04 Alternate Wheel Brake 04

Ident.: MI-32-43-00018491.0001001 / 28 APR 23
Applicable to: ALL

32-43-04A Brake 03 operative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 04 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 03, 07 and 08 are operative in alternate braking mode.

Reference(s)

(o) *Refer to OpsProc 32-43-04A Alternate Wheel Brake 04*

32-43-04B Brake 03 inoperative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 04 may be inoperative in alternate braking mode provided that:

1) The wheel brake 03 is also inoperative in alternate braking mode, and
2) The wheel brakes 01, 02, 05, 06, 07 and 08 are operative in normal and alternate braking modes, and
3) There is no other failure in the braking system, and
4) Both engine thrust reversers are operative, and
5) All spoilers are operative, and
6) The ground spoiler control system is operative, and
7) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-43-04B Alternate Wheel Brake 04 (Brake 03 inoperative in alternate braking mode)*

32-43-05	Alternate Wheel Brake 05

Ident.: MI-32-43-00018492.0001001 / 28 APR 23
Applicable to: ALL

32-43-05A Brake 06 operative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 05 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 06, 07 and 08 are operative in alternate braking mode.

Reference(s)

(o) *Refer to OpsProc 32-43-05A Alternate Wheel Brake 05*

32-43-05B Brake 06 inoperative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 05 may be inoperative in alternate braking mode provided that:

1) The wheel brake 06 is also inoperative in alternate braking mode, and
2) The wheel brakes 01, 02, 03, 04, 07 and 08 are operative in normal and alternate braking modes, and
3) There is no other failure in the braking system, and
4) Both engine thrust reversers are operative, and
5) All spoilers are operative, and
6) The ground spoiler control system is operative, and
7) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-43-05B Alternate Wheel Brake 05 (Brake 06 inoperative in alternate braking mode)*

32-43-06	Alternate Wheel Brake 06

Ident.: MI-32-43-00018493.0001001 / 28 APR 23
Applicable to: ALL

32-43-06A Brake 05 operative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 06 may be inoperative in alternate braking mode provided that wheel brakes 01, 02, 05, 07 and 08 are operative in alternate braking mode.

Reference(s)

(o) *Refer to OpsProc 32-43-06A Alternate Wheel Brake 06*

32-43-06B Brake 05 inoperative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 06 may be inoperative in alternate braking mode provided that:

1) The wheel brake 05 is also inoperative in alternate braking mode, and
2) The wheel brakes 01, 02, 03, 04, 07 and 08 are operative in normal and alternate braking modes, and
3) There is no other failure in the braking system, and
4) Both engine thrust reversers are operative, and
5) All spoilers are operative, and
6) The ground spoiler control system is operative, and
7) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-43-06B Alternate Wheel Brake 06 (Brake 05 inoperative in alternate braking mode)*

32-43-07	Alternate Wheel Brake 07

Ident.: MI-32-43-00018494.0001001 / 28 APR 23
Applicable to: ALL

32-43-07A Brake 08 operative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 07 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 06 and 08 are operative in alternate braking mode.

Reference(s)

(o) *Refer to OpsProc 32-43-07A Alternate Wheel Brake 07*

32-43-07B Brake 08 inoperative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 07 may be inoperative in alternate braking mode provided that:

1) The wheel brake 08 is also inoperative in alternate braking mode, and
2) The wheel brakes 01, 02, 03, 04, 05 and 06 are operative in normal and alternate braking modes, and
3) There is no other failure in the braking system, and
4) Both engine thrust reversers are operative, and
5) All spoilers are operative, and
6) The ground spoiler control system is operative, and
7) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-43-07B Alternate Wheel Brake 07 (Brake 08 inoperative in alternate braking mode)*

32-43-08 | **Alternate Wheel Brake 08**

Ident.: MI-32-43-00018495.0001001 / 28 APR 23
Applicable to: ALL

32-43-08A Brake 07 operative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 08 may be inoperative in alternate braking mode provided that wheel brakes 03, 04, 05, 06 and 07 are operative in alternate braking mode.

Reference(s)

(o) *Refer to OpsProc 32-43-08A Alternate Wheel Brake 08*

32-43-08B Brake 07 inoperative in alternate braking mode

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) The wheel brake 08 may be inoperative in alternate braking mode provided that:

1) The wheel brake 07 is also inoperative in alternate braking mode, and
2) The wheel brakes 01, 02, 03, 04, 05 and 06 are operative in normal and alternate braking modes, and
3) There is no other failure in the braking system, and
4) Both engine thrust reversers are operative, and
5) All spoilers are operative, and
6) The ground spoiler control system is operative, and
7) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 32-43-08B Alternate Wheel Brake 08 (Brake 07 inoperative in alternate braking mode)*

32-43-13	ACCU GREEN(YELLOW) Pressure Indicator

Ident.: MI-32-43-00014556.0001001 / 13 APR 16
Applicable to: ALL

32-43-13A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 32-43-13A ACCU GREEN(YELLOW) Pressure Indicator*

32-43-14	ACCU REINFLATE pb

Ident.: MI-32-43-00014557.0001001 / 13 APR 16
Applicable to: ALL

32-43-14A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(m) May be inoperative provided that the accumulators are refilled through interactive BITE if the accumulator pressure indications are not in the green arc.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-43-XX-01ZZZ-560Z-A*

32-43-15	Green(Yellow) Alternate Brake Selector Valve Pressure Transducer

Ident.: MI-32-43-00014537.0001001 / 04 OCT 16
Applicable to: ALL

32-43-15A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

32-43-16	Alternate Brake Servo Valve Redundancy

Ident.: MI-32-43-00014539.0001001 / 04 OCT 16
Applicable to: ALL

32-43-16A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that both remote brakes control unit channels B are operative.

Reference(s)

(o) *Refer to OpsProc 32-43-16A Alternate Brake Servo Valve Redundancy*

32-43-17	Alternate Brake Selector Valve Redundancy

Ident.: MI-32-43-00014541.0001001 / 11 JAN 18
Applicable to: ALL

32-43-17A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that:
1) Both remote brakes control unit channels B are operative, and
2) The emergency braking system is checked operative before each flight..

Reference(s)

(o) *Refer to OpsProc 32-43-17A Alternate Brake Selector Valve Redundancy*
(m) *Refer to Maintenance Procedure A350-A-32-43-XX-02ZZZ-560Z-A*

32-43-18 Green(Yellow) Accumulator Reinflate Valve Redundancy

Ident.: MI-32-43-00014542.0001001 / 04 OCT 16
Applicable to: ALL

32-43-18A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

32-43-19 Green(Yellow) Alternate Braking Return Accumulator

Ident.: MI-32-43-00024584.0001001 / 06 DEC 17
Applicable to: ALL

32-43-19A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be incorrectly charged.

32-43-20 Green(Yellow) Accumulator Reinflate Valve

Ident.: MI-32-43-00025076.0001001 / 19 JUL 19
Applicable to: ALL

32-43-20A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) One may be inoperative in the open position for 5 flights provided that:
1) Both engine thrust reversers are operative, and
2) All spoilers are operative, and
3) The ground spoiler control system is operative, and
4) There is no other failure in the braking system, and
5) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 32-43-20A Green(Yellow) Accumulator Reinflate Valve*

32-45-01	Green(Yellow) Parking Brake Selector Valve

Ident.: MI-32-45-00014543.0001001 / 13 APR 16
Applicable to: ALL

32-45-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that:

1) All brakes associated with the non affected hydraulic system are operative, and

2) Before chocks removal the brake accumulator associated with the non affected hydraulic system is refilled (green zone) through the associated electrical motor pump.

Reference(s)

(o) *Refer to OpsProc 32-45-01A Green(Yellow) Parking Brake Selector Valve*

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32-48-01	Brake Fan

Ident.: MI-32-48-00014544.0002001 / 13 APR 16

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

32-48-01A Brake fan system not used

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**0**	**Yes**

(o) One or more may be inoperative provided that the brake fan system is not used.

Reference(s)

(o) *Refer to OpsProc 32-48-01A Brake Fan*

32-48-01B Brake fan system available on the non-affected brakes

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**0**	**No**

(m) One or more may be inoperative provided that the affected brake fan is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-32-48-XX-00ZZZ-560Z-A*

32-48-02	BRAKE FAN pb HOT light

Ident.: MI-32-48-00014545.0002001 / 13 APR 16

2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

32-48-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

32-48-03	BRAKE FAN pb ON light

Ident.: MI-32-48-00014547.0002001 / 13 APR 16

3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

32-48-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

32-50-01	Steering Tiller (Handwheel)

Ident.: MI-32-50-00014548.0001001 / 13 APR 16
Applicable to: ALL

32-50-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) (m) One may be inoperative provided that the CM2 steering tiller (handwheel) is deactivated.

Reference(s)

(o) *Refer to OpsProc 32-50-01A Steering Tiller (Handwheel)*
(m) *Refer to Maintenance Procedure A350-A-32-51-33-00ZZZ-560Z-A*

32-50-02	NWS Disconnection Function

Ident.: MI-32-50-00014550.0001001 / 03 JAN 19
Applicable to: ALL

32-50-02A Towing mode not available when the NWS DISCONNECT switch is in the towing position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

<u>Note:</u> *For towing, make sure that the engine master levers and the YELLOW ELEC PMP pb-sw are set to OFF.*

Reference(s)

(o) *Refer to OpsProc 32-50-02A NWS Disconnection Function (towing not available when the NWS DISCONNECT switch is in the towing position)*

32-50-02B NWS DISCONNECT panel deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that the NWS DISCONNECT panel is deactivated.

<u>Note:</u> *For towing, make sure that the engine master levers and the YELLOW ELEC PMP pb-sw are set to OFF.*

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Reference(s)

(o) *Refer to OpsProc 32-50-02B NWS Disconnection Function (NWS DISCONNECT panel is deactivated)*

(m) *Refer to Maintenance Procedure A350-A-32-51-XX-00ZZZ-560Z-A*

32-50-03	**Steering Pedal Disconnection pb**

Ident.: MI-32-50-00014553.0001001 / 13 APR 16
Applicable to: ALL

32-50-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 32-50-03A Steering Pedal Disconnection pb*

32-51-01 Steering Control

Ident.: MI-32-51-00014555.0001001 / 13 APR 16
Applicable to: ALL

32-51-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

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32-61-01 DOWN Red Arrow light on the L/G lever

Ident.: MI-32-61-00014560.0001001 / 13 APR 16
Applicable to: ALL

32-61-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

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32-81-01 Landing Gear Monitoring System

Ident.: MI-32-81-00014561.0001001 / 13 APR 16
Applicable to: ALL

32-81-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

32-81-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

Both may be inoperative provided that:
1) The brake temperature indications on the WHEEL SD page are operative, and
2) The affected tire pressure indications are considered inoperative.
Refer to Item 32-07-02 Tire Pressure Monitoring on the WHEEL SD page

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33-01-01	TEST Function of the ANN LT sw

Ident.: MI-33-01-00011797.0001001 / 13 APR 16
Applicable to: ALL

33-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

33-01-02	DIM Function of the ANN LT sw

Ident.: MI-33-01-00011800.0001001 / 13 APR 16
Applicable to: ALL

33-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the BRT function of the ANN LT sw is operative.

33-01-03	BRT Function of the ANN LT sw

Ident.: MI-33-01-00011805.0001001 / 13 APR 16
Applicable to: ALL

33-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative for night operations.

Note: ***Notify Dispatch.***

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33-02-01	AUTO Function of SEAT BELTS sw

Ident.: MI-33-02-00011888.0001001 / 13 APR 16
Applicable to: ALL

33-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

33-02-04	EMER EXIT LT sw OFF light

Ident.: MI-33-02-00020646.0001001 / 13 JAN 16
Applicable to: ALL

33-02-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

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33-10-01 Cockpit Lighting (Ambient Lighting, Instrument and Panel Lighting, Pilot Utilities Lighting, Instrument and Panel Integrated Lighting)

Ident.: MI-33-10-00011810.0001001 / 13 APR 16
Applicable to: ALL

33-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**18**	**–**	**No**

May be inoperative provided that the lighting is sufficient to clearly illuminate all instruments and controls.

Note: *The pilot utilities lighting includes the following:*
- *The CAPT(F/O) reading light*
- *The CAPT(F/O) map holder light*
- *The CAPT(F/O) sliding table light*
- *The CAPT(F/O) outer main instrument panel light.*

33-10-02 Utilities Lighting (Except Pilot Utilities Lighting)

Ident.: MI-33-10-00011815.0001001 / 13 APR 16
Applicable to: ALL

33-10-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**7**	**0**	**No**

One or more may be inoperative.

Note: *The utilities lighting includes:*
- *The third (fourth) cockpit occupant reading light,*
- *The third (fourth) cockpit occupant console light,*
- *The coat stowage lights,*
- *The eye reference light.*

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33-21-01 Cabin Lighting

Ident.: MI-33-21-00011905.0001001 / 13 APR 16
Applicable to: ALL

33-21-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**60**	**–**	**No**

(o) One or more lights may be inoperative provided that:
1) The lighting is sufficient for the cabin attendants to perform their duties, and
2) The lighting is sufficient to charge the photoluminescent Floor Path Marking System.

Reference(s)

(o) *Refer to OpsProc 33-21-01A Cabin Lighting*

33-21-02 Lavatory Lighting

Ident.: MI-33-21-00011907.0001001 / 05 JAN 18
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-21-02A Affected lavatory used

Repair interval	Nbr installed	Nbr required	Placard
D	**16**	**–**	**No**

One or more lights may be inoperative provided that the lighting is sufficient.

33-21-02B Affected lavatory not used

Repair interval	Nbr installed	Nbr required	Placard
C	**16**	**–**	**Yes**

One or more lights may be inoperative provided that the affected lavatory is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

33-21-02	Lavatory Lighting

2 Ident.: MI-33-21-00011907.9000114 / 12 JAN 24
Applicable to: B-18919

33-21-02A Affected lavatory used

Repair interval	Nbr installed	Nbr required	Placard
D	**24**	**–**	**No**

One or more lights may be inoperative provided that the lighting is sufficient.

33-21-02B Affected lavatory not used

Repair interval	Nbr installed	Nbr required	Placard
C	**24**	**–**	**Yes**

One or more lights may be inoperative provided that the affected lavatory is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

33-21-03	Cabin Crew Rest Compartment Lighting

Ident.: MI-33-21-00011908.0001001 / 13 APR 16
Applicable to: ALL

33-21-03A CCRC used

Repair interval	Nbr installed	Nbr required	Placard
D	**20**	**–**	**No**

One or more lights may be inoperative provided that the lighting is sufficient for the cabin crew to access their bunk.

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33-21-03B CCRC not used

Repair interval	Nbr installed	Nbr required	Placard
D	**20**	**0**	**Yes**

One or more lights may be inoperative provided that the CCRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

<u>Note:</u> ***Notify Dispatch.***

<u>Note:</u> *Refer to CCOM for crew duty and rest time limitation.*

33-21-04	**Flight Crew Rest Compartment Lighting**

Ident.: MI-33-21-00011909.0001001 / 13 APR 16
Applicable to: ALL

33-21-04A FCRC used

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**–**	**No**

One or more lights may be inoperative provided that the lighting is sufficient for the flight crew to access their bunk or seat.

33-21-04B FCRC not used

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**0**	**Yes**

One or more lights may be inoperative provided that the FCRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

<u>Note:</u> ***Notify Dispatch.***

<u>Note:</u> *Refer to FOM for crew duty and rest time limitation.*

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33-26-01	Cabin Sign (No Smoking, Fasten Seat Belt, Return to Seat)

Ident.: MI-33-26-00011890.0001001 / 05 JAN 18
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-26-01A Affected seat used

Repair interval	Nbr installed	Nbr required	Placard
C	**105**	**0**	**Yes**

(o) One or more may be inoperative provided that the passenger address system is used to alert the passengers when return to seat is requested, seat belts should be fastened, and smoking is prohibited.

Reference(s)

(o) *Refer to OpsProc 33-26-01A Cabin Sign*

33-26-01B Affected seat not used

Repair interval	Nbr installed	Nbr required	Placard
C	**105**	**0**	**Yes**

One or more may be inoperative provided that the seats from which a cabin sign is not readily legible are placarded "DO NOT OCCUPY" and are not used.

Note: ***Notify Dispatch.***

33-26-01	Cabin Sign (No Smoking, Fasten Seat Belt, Return to Seat)

2 Ident.: MI-33-26-00011890.9000115 / 12 JAN 24
Applicable to: B-18919

3 33-26-01A Affected seat used

Repair interval	Nbr installed	Nbr required	Placard
C	**156**	**0**	**Yes**

(o) One or more may be inoperative provided that the passenger address system is used to alert the passengers when return to seat is requested, seat belts should be fastened, and smoking is prohibited.

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Reference(s)

(o) *Refer to OpsProc 33-26-01A Cabin Sign*

33-26-01B Affected seat not used

Repair interval	Nbr installed	Nbr required	Placard
C	**156**	**0**	**Yes**

One or more may be inoperative provided that the seats from which a cabin sign is not readily legible are placarded "DO NOT OCCUPY" and are not used.

Note: ***Notify Dispatch.***

33-26-02	Lavatory Sign (Return to Seat)

Ident.: MI-33-26-00011891.0001001 / 30 MAR 18

4 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-26-02A Lavatory used

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**No**

(o) One or more may be inoperative provided that an alternate procedure is established and used to alert the occupant to return to their seat when necessary.

Reference(s)

(o) *Refer to OpsProc 33-26-02A Lavatory Sign*

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33-26-02B Lavatory not used

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**–**	**Yes**

One or more may be inoperative provided that the affected lavatory is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

33-26-02	Lavatory Sign (Return to Seat)

5 Ident.: MI-33-26-00011891.9000116 / 12 JAN 24
Applicable to: B-18919

6 ### 33-26-02A Lavatory used

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**0**	**No**

(o) One or more may be inoperative provided that an alternate procedure is established and used to alert the occupant to return to their seat when necessary.

Reference(s)

(o) *Refer to OpsProc 33-26-02A Lavatory Sign*

Continued on the following page

Continued from the previous page

33-26-02B Lavatory not used

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**–**	**Yes**

One or more may be inoperative provided that the affected lavatory is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

33-26-03	Cabin Crew Rest Compartment Sign (No Smoking, Fasten Seat Belt)

Ident.: MI-33-26-00011892.0001001 / 13 APR 16
Applicable to: ALL

33-26-03A Alternate procedures used

Repair interval	Nbr installed	Nbr required	Placard
C	**7**	**0**	**No**

(o) One or more may be inoperative provided that an alternate procedure is established and used.

Reference(s)

(o) *Refer to OpsProc 33-26-03A Cabin Crew Rest Compartment Sign*

33-26-03B Bed belts fastened

Repair interval	Nbr installed	Nbr required	Placard
D	**7**	**0**	**No**

One or more may be inoperative provided that:
1) The bed belt is fastened when the bed is occupied, and
2) Smoking in the CCRC is prohibited.

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33-26-03C CCRC not used

Repair interval	Nbr installed	Nbr required	Placard
D	**7**	**0**	**Yes**

One or more may be inoperative provided that the CCRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *Refer to CCOM for crew duty and rest time limitation.*

33-26-04	Flight Crew Rest Compartment Sign (No Smoking, Fasten Seat Belt)

Ident.: MI-33-26-00011893.0001001 / 13 APR 16
Applicable to: ALL

33-26-04A Alternate procedures used

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**No**

(o) One or more may be inoperative provided that an alternate procedure is established and used.

Reference(s)

(o) *Refer to OpsProc 33-26-04A Flight Crew Rest Compartment Sign*

33-26-04B Seat/Bed belt fastened

Repair interval	Nbr installed	Nbr required	Placard
D	**3**	**0**	**No**

One or more may be inoperative provided that:
1) The seat belt or the bed belt is fastened when the bed or the seat is occupied, and
2) Smoking in the FCRC is prohibited.

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33-26-04C FCRC not used

Repair interval	Nbr installed	Nbr required	Placard
D	**3**	**0**	**Yes**

One or more may be inoperative provided that the FCRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *Refer to FOM for crew duty and rest time limitation.*

33-30-01 Cargo and Service Compartment Lighting

Ident.: MI-33-30-00011853.0001001 / 13 APR 16
Applicable to: ALL

33-30-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative.

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33-40-01 Beacon Light

Ident.: MI-33-40-00011928.0002001 / 13 APR 16
Applicable to: ALL

33-40-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that the strobe lights are operative.

Reference(s)

(o) *Refer to OpsProc 33-40-01A Beacon Light*

33-40-02 Landing Light

1 Ident.: MI-33-40-00024998.0001001 / 12 JAN 24
Applicable to: B-18919

33-40-02A One landing light inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

33-40-02B Both landing lights inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

Both may be inoperative for daylight operations.

Note: ***Notify Dispatch.***

33-40-02	Landing Light Bulb

Ident.: MI-33-40-00011935.0001001 / 13 APR 16
2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-40-02A A maximum of three bulbs inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**6**	**3**	**No**

A maximum of three bulbs may be inoperative.

33-40-02B Four or more bulbs inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**6**	**0**	**Yes**

Four or more bulbs may be inoperative for daylight operations.

Note: ***Notify Dispatch.***

33-40-03	Logo Light

Ident.: MI-33-40-00011936.0001001 / 13 APR 16
Applicable to: ALL

33-40-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

One or both may be inoperative.

33-40-04	NAV Light 1

Ident.: MI-33-40-00011938.0001001 / 13 APR 16
Applicable to: ALL

33-40-04A NAV lights 2 checked operative

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

(o) One or more NAV lights 1 may be inoperative provided that NAV lights 2 are checked operative.

Reference(s)

(o) *Refer to OpsProc 33-40-04A NAV Light 1*

33-40-04B Daylight operations

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more NAV lights 1 may be inoperative for daylight operations.

Note: ***Notify Dispatch.***

33-40-05	NAV Light 2

Ident.: MI-33-40-00011939.0001001 / 13 APR 16
Applicable to: ALL

33-40-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more NAV lights 2 may be inoperative.

33-40-06 Taxi and Runway Turn Off Light Function

Ident.: MI-33-40-00011940.0001001 / 13 APR 16

3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-40-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

<u>Note:</u> *The taxi and runway turn off light function is considered inoperative when:*
- *The taxi light is failed, or*
- *Both runway turn off lights are failed.*

33-40-06 Taxi and Runway Turn Off Light Function

4 Ident.: MI-33-40-00011940.0002001 / 16 APR 19

Applicable to: B-18919

33-40-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

33-40-07	Strobe Light

Ident.: MI-33-40-00011941.0001001 / 05 JAN 18
5 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-40-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more may be inoperative provided that the beacon lights are operative.

Note:
- *The left(right) hand wingtip strobe light is considered inoperative when both light units are inoperative; if only one light unit is inoperative, Refer to Item 33-40-07-01 Wingtip Strobe Light (Light Units).*
- *The rearward strobe light is considered inoperative when one light unit is inoperative.*

33-40-07	Strobe Light

6 Ident.: MI-33-40-00011941.0002001 / 12 JAN 24
Applicable to: B-18919

33-40-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more may be inoperative provided that the beacon lights are operative.

33-40-07-01	Wingtip Strobe Light (Light Units)

Ident.: MI-33-40-90000052.0001001 / 05 JAN 18
7 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-40-07-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**4**	**2**	**Yes**

One per each affected side may be inoperative.

Note: *When both light units of wingtip strobe light are inoperative, Refer to Item 33-40-07 Strobe Light.*

33-40-08	Taxi Aid Camera Light

8 Ident.: MI-33-40-00011942.0001001 / 09 DEC 13
Applicable to: B-18919

33-40-08A

Repair interval	Nbr installed	Nbr required	Placard
D	**4**	**0**	**No**

One or more may be inoperative.

33-40-09	Takeoff Light Function

Ident.: MI-33-40-00011943.0001001 / 05 APR 17
9 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-40-09A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

Note: *The takeoff light function is considered inoperative when five or six bulbs are failed, no MEL entry is required if at least two bulbs are operative.*

33-40-09	Takeoff Light Function

10 Ident.: MI-33-40-00011943.0002001 / 16 APR 19
Applicable to: B-18919

33-40-09A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

Note: *The takeoff light function is considered inoperative when both takeoff lights are failed. No MEL entry is required if one takeoff light is operative.*

33-40-10	Wing and Engine Scan Light

Ident.: MI-33-40-00011944.0001001 / 13 APR 16
Applicable to: ALL

33-40-10A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

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33-40-10B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

Both may be inoperative for daylight operations.

Note: ***Notify Dispatch.***

33-40-11	Exterior Light Control Degraded

Ident.: MI-33-40-00011945.0001001 / 13 APR 16
Applicable to: ALL

33-40-11A

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) **(m)** May be degraded for daylight operations provided that:
1) The lower beacon light and the landing lights are deactivated, and
2) The strobe lights are operative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 33-40-11A Exterior Light Control Degraded*
(m) *Refer to Maintenance Procedure A350-A-33-4X-XX-00ZZZ-560Z-A*

33-50-01	Ceiling Emergency LED Light

Ident.: MI-33-50-00011910.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-50-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**96**	**–**	**No**

One or more non-adjacent LEDs may be inoperative.

33-50-01	Ceiling Emergency LED Light

2 Ident.: MI-33-50-00011910.9000117 / 12 JAN 24
Applicable to: B-18919

3 ## 33-50-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**97**	**–**	**No**

One or more non-adjacent LEDs may be inoperative.

33-50-02	Cabin Door Emergency Spotlight

Ident.: MI-33-50-00011911.0001001 / 13 APR 16
Applicable to: ALL

33-50-02A One inoperative on each cabin door

Repair interval	Nbr installed	Nbr required	Placard
C	**16**	**8**	**No**

One may be inoperative on each cabin door.

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33-50-02B Two inoperative on one cabin door

Repair interval	Nbr installed	Nbr required	Placard
A	**16**	**7**	**Yes**

One or more may be inoperative provided that the cabin door that has both spotlights inoperative is considered inoperative.

Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

33-50-03 Middle Section of the Cross-Aisle Emergency Spotlight

Ident.: MI-33-50-00011913.0001001 / 13 APR 16
Applicable to: ALL

33-50-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**4**	**No**

One may be inoperative in the middle section of each cross-aisle.

33-50-04 Cabin EXIT Sign (EXIT Marking, EXIT Location)

Ident.: MI-33-50-00011914.0001001 / 13 APR 16
Applicable to: ALL

33-50-04A A maximum of three non-adjacent LEDs inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**21**	**–**	**No**

A maximum of three non-adjacent LEDs may be inoperative in one or more signs.

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33-50-04B Four or more non-adjacent LEDs, or two adjacent LEDs inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**21**	**–**	**Yes**

Four or more non-adjacent LEDs, or two adjacent LEDs, may be inoperative in one or more signs provided that the associated cabin door is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

33-50-05	Door Sill Light

Ident.: MI-33-50-00011915.0001001 / 13 APR 16
Applicable to: ALL

33-50-05A

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

One may be inoperative provided that the associated cabin door is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

33-50-06	Photo Luminescent Floor Path Marking System

Ident.: MI-33-50-00020647.0001001 / 13 APR 16
Applicable to: ALL

33-50-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**–**	**No**

One or more strips may be inoperative or missing provided that:
1) The length of each affected section does not exceed 0.25 m, and
2) The affected sections are not opposite each other, and
3) The distance between each affected section is more than 2 m, and
4) No more than 4 sections in each aisle are affected, and
5) The sections marking right angle intersections, including cross-aisles are operative, and
6) All sections within 1 m of the strips marking right angle intersections are operative.

33-50-08	Floor Path Marking EXIT Identifier

Ident.: MI-33-50-00011916.0001001 / 22 SEP 17
Applicable to: ALL

33-50-08A

Repair interval	Nbr installed	Nbr required	Placard
A	**14**	**12**	**Yes**

One or both associated with one cabin door may be inoperative provided that the associated cabin door is considered inoperative.
Refer to Item 52-10-01 Cabin Door

<u>*Note:*</u> ***Notify Dispatch.***

33-50-09 Lavatory Emergency Lighting

Ident.: MI-33-50-00011917.0001001 / 13 APR 16
4 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-50-09A

Repair interval	Nbr installed	Nbr required	Placard
C	8	0	No

One or more may be inoperative.

33-50-09 Lavatory Emergency Lighting

5 Ident.: MI-33-50-00011917.9000118 / 12 JAN 24
Applicable to: B-18919

33-50-09A

Repair interval	Nbr installed	Nbr required	Placard
C	9	0	No

One or more may be inoperative.

33-50-10 FCRC Emergency Light

Ident.: MI-33-50-00011918.0001001 / 13 APR 16
Applicable to: ALL

33-50-10A FCRC flashlight operative

Repair interval	Nbr installed	Nbr required	Placard
C	3	0	No

One or more may be inoperative provided that the flashlight dedicated to the flight crew rest compartment is operative.

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33-50-10B FCRC locked closed

Repair interval	Nbr installed	Nbr required	Placard
D	**3**	**0**	**Yes**

One or more may be inoperative provided that the flight crew rest compartment is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *Refer to FOM for crew duty and rest time limitation.*

33-50-11	CCRC Emergency Light

Ident.: MI-33-50-00011919.0002001 / 13 APR 16
Applicable to: ALL

33-50-11A Two flashlight available in CCRC

Repair interval	Nbr installed	Nbr required	Placard
C	**6**	**0**	**No**

One or more may be inoperative provided that one flashlight is available at each extremity of the catwalk area (corridor).

33-50-11B CCRC locked closed

Repair interval	Nbr installed	Nbr required	Placard
D	**6**	**0**	**Yes**

One or more may be inoperative provided that the cabin crew rest compartment is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *Refer to CCOM for crew duty and rest time limitation.*

33-50-12 CCRC EXIT Sign

Ident.: MI-33-50-00011920.0001001 / 13 APR 16
Applicable to: ALL

33-50-12A A maximum of three non-adjacent LEDs inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

A maximum of three non-adjacent LEDs may be inoperative in one or both signs.

33-50-12B Two flashlight available in CCRC

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that one flashlight is available at each extremity of the catwalk area (corridor).

33-50-12C CCRC not used

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

One or both may be inoperative provided that the cabin crew rest compartment is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *Refer to CCOM for crew duty and rest time limitation.*

33-50-13 Evacuation Area Light

Ident.: MI-33-50-00011921.0001001 / 13 APR 16
Applicable to: ALL

33-50-13A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**No**

One or more may be inoperative for daylight operations.

Note: ***Notify Dispatch.***

33-50-13B Affected cabin door not used

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

One may be inoperative provided that the associated cabin door is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

33-50-14 Escape Slide Lighting

Ident.: MI-33-50-00014588.0001001 / 13 APR 16
Applicable to: ALL

33-50-14A Daylight operations

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**No**

One or more may be inoperative for daylight operations.

Note: ***Notify Dispatch.***

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33-50-14B Associated cabin door considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

One may be inoperative provided that the associated cabin door is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

33-50-15	Emergency Power Supply Unit

Ident.: MI-33-50-00011923.0002001 / 13 APR 16
Applicable to: ALL

33-50-15A EPSU 1R, or 2L(R), or 3L(R) inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

(o) EPSU 1R, or 2L(R), or 3L(R) may be inoperative provided that the associated cabin door is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 33-50-15A Emergency Power Supply Unit*

33-50-15B EPSU 1L inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

(o) EPSU 1L may be inoperative provided that:
1) The FCRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER", and
2) The cabin door 1L is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

Note: *Refer to FOM for crew duty and rest time limitation.*

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Reference(s)

(o) *Refer to OpsProc 33-50-15B Emergency Power Supply Unit (EPSU 1L)*

33-50-15C EPSU 4L or 4R inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

(o) EPSU 4L or 4R may be inoperative provided that:

1) The CCRC is locked closed and is placarded "INOPERATIVE-DO NOT ENTER", and

2) The associated cabin door is considered inoperative.

Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

Note: *Refer to CCOM for crew duty and rest time limitation.*

Reference(s)

(o) *Refer to OpsProc 33-50-15C Emergency Power Supply Unit (EPSU 4L or 4R inoperative)*

33-50-16 Cockpit Access Door Emergency Spotlight

Ident.: MI-33-50-00025238.0001001 / 09 JAN 20
Applicable to: ALL

33-50-16A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the emergency spotlights located in the middle section of door 1 cross-aisle are operative.

33-50-17 AFT Galley Area Emergency Spotlight

Ident.: MI-33-50-00025239.0001001 / 09 JAN 20
Applicable to: ALL

33-50-17A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**No**

(o) One or two non-adjacent emergency spotlights may be inoperative provided that:

1) The emergency spotlights located in the middle section of door 4 cross-aisle are operative, and

2) The cabin door 4 emergency spotlights are operative.

Reference(s)

(o) *Refer to OpsProc 33-50-17A Aft Galley Area Emergency Spotlight*

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34-01-01 ADR pb FAULT light

Ident.: MI-34-01-00013339.0001001 / 13 APR 16
Applicable to: ALL

34-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more may be inoperative.

34-01-02 ADR pb OFF light

Ident.: MI-34-01-00013340.0001001 / 13 APR 16
Applicable to: ALL

34-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more may be inoperative.

34-01-03 IR pb FAULT light

Ident.: MI-34-01-00013341.0001001 / 13 APR 16
Applicable to: ALL

34-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more may be inoperative.

34-01-04 IR pb OFF light

Ident.: MI-34-01-00013342.0001001 / 13 APR 16
Applicable to: ALL

34-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

One or more may be inoperative.

34-01-05 ON BAT light

Ident.: MI-34-01-00013343.0001001 / 13 APR 16
Applicable to: ALL

34-01-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

34-01-31 ADIRS Mode selector

Ident.: MI-34-01-00013344.0002001 / 05 JAN 18
Applicable to: ALL

34-01-31A NAV position inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**Yes**

(o) The NAV position of one ADIRS mode selector may be inoperative provided that:
1) The affected ADIRS mode selector is set to ATT, and
2) CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-01-31A ADIRS Mode selector (NAV position inoperative)*

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34-01-31B ATT position inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**Yes**

(o) The ATT position of one ADIRS mode selector may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-01-31B ADIRS Mode selector (ATT position inoperative)*

34-01-31C OFF position inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**Yes**

(m) The OFF position of one ADIRS mode selector may be inoperative provided that the associated ADIRS is deactivated.
Refer to Item 34-12-01 ADR
Refer to Item 34-12-02 IR

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-34-1X-XX-00ZZZ-560Z-A*

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34-02-01 T.O SURV pb-sw OFF light

Ident.: MI-34-02-00024686.0001001 / 14 MAR 18
Applicable to: ALL

34-02-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

34-02-02 ROW/ROP pb-sw OFF light

Ident.: MI-34-02-00024797.0001001 / 04 JUL 18
Applicable to: ALL

34-02-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

34-02-31 T.O SURV pb-sw

Ident.: MI-34-02-00024687.0001001 / 14 MAR 18
Applicable to: ALL

34-02-31A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-02-31A T.O SURV pb-sw*

34-02-32 ROW/ROP pb-sw

Ident.: MI-34-02-00024798.0001001 / 04 JUL 18
Applicable to: ALL

34-02-32A OFF position inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) The OFF position of the ROW/ROP pb-sw may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-02-32A ROW/ROP pb-sw (OFF position inoperative)*

34-02-32B On position inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) The On position (standard position) of the ROW/ROP pb-sw may be inoperative provided that:

1) BTV is considered inoperative, and
Refer to Item 32-42-25 BTV

2) ROW/ROP is considered inoperative.
Refer to Item 32-42-26 ROW/ROP.

Reference(s)

(o) *Refer to OpsProc 34-02-32B ROW/ROP pb-sw (On position inoperative)*

34-11-01	MFP

Ident.: MI-34-11-00013346.0001001 / 13 APR 16
Applicable to: ALL

34-11-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**Yes**

One may be inoperative provided that the associated ADR is considered inoperative.
Refer to Item 34-12-01 ADR.

Note: ***Notify Dispatch.***

34-11-03	Sideslip Probe

Ident.: MI-34-11-00013350.0002001 / 03 JAN 19
1 **Applicable to: B-18901, B-18902, B-18917, B-18918**

34-11-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**3**	**0**	**No**

One or more may be inoperative.

34-11-04	AOA 4 Probe

Ident.: MI-34-11-00013352.0001001 / 27 SEP 19
2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-11-04A AOA 4 probe not electrically deactivated for one flight

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 1 flight provided that all ADRs, their associated probes, and their associated heating functions are operative.

Note: *If the failure occurs after engine start, contact the maintenance control center and continue the flight after confirmation of the availability of maintenance support at destination (for deactivation as per MEL 34-11-04B).*
At destination, apply MEL 34-11-04B.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

34-11-04B AOA 4 probe electrically deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
1) All ADRs, their associated probes, and their associated heating functions are operative, and
2) The electrical supply to the AOA 4 probe is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-34-11-19-00ZZZ-560Z-A*

34-11-04	AOA 4 Probe

3 Ident.: MI-34-11-00013352.0002001 / 07 OCT 21
Applicable to: B-18919

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34-11-04A AOA 4 probe electrically deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
1) All ADRs, their associated probes, and their associated heating functions are operative, and
2) The electrical supply to the AOA 4 probe is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-34-11-19-00ZZZ-560Z-A*

34-11-05	OAT Probe

Ident.: MI-34-11-00013354.0001001 / 13 APR 16
Applicable to: ALL

34-11-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-11-05A OAT Probe*

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34-12-01	ADR

Ident.: MI-34-12-00013348.0002001 / 11 JAN 19
Applicable to: ALL

34-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**Yes**

(o) One may be inoperative provided that the associated ADR pb is set to OFF.

Note: ***Notify Dispatch.***

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-12-01A ADR*

34-12-02	IR

Ident.: MI-34-12-00013355.0001001 / 05 JAN 18
Applicable to: ALL

34-12-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**Yes**

(o) One may be inoperative provided that:
1) The associated IR pb is set to OFF, and
2) CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-12-02A IR*

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34-13-01	MFP TAT Function

Ident.: MI-34-13-00013358.0001001 / 13 APR 16
Applicable to: ALL

34-13-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**1**	**No**

(o) One or two may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-13-01A MFP TAT Function*

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34-17-01 AIR DATA selector

Ident.: MI-34-17-00013363.0001001 / 13 APR 16
Applicable to: ALL

34-17-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) The CAPT ON BKUP position or the F/O ON BKUP position may be inoperative provided that the AIR DATA selector is set to the AUTO position.

Reference(s)

(o) *Refer to OpsProc 34-17-01A AIR DATA selector*

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34-20-01	ISIS

Ident.: MI-34-20-00012348.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-20-01A

Repair interval	Nbr installed	Nbr required	Placard
–	**1**	**1**	**No**

Must be operative.

34-20-01	ISIS

2 Ident.: MI-34-20-00012348.0002001 / 12 JAN 24
Applicable to: B-18919

34-20-01A Right ISIS inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**Yes**

(o) The right ISIS may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-20-01A ISIS*

34-20-01B Left ISIS inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) The left ISIS may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-20-01B ISIS*

34-20-02	Airspeed Indication on SFD

Ident.: MI-34-20-00021397.0001001 / 13 APR 16
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-20-02C

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that:

1) The altitude indication on SFD is operative, and
2) The three ADRs are operative, and
3) One AP is operative, and
4) The autothrust is operative, and
5) The AFS control panel is operative.

34-20-02	Airspeed Indication on SFD

4 Ident.: MI-34-20-00021397.0002001 / 12 JAN 24
Applicable to: B-18919

34-20-02A Inoperative on right ISIS

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

May be inoperative on the right ISIS provided that the right ISIS is set to SND mode or to Off.

34-20-02B Inoperative on left ISIS

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

May be inoperative on the left ISIS provided that the left ISIS is set to SND mode or to Off.

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34-20-02C Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

Both may be inoperative provided that:
1) The altitude indication on SFD is operative, and
2) the three ADRs are operative, and
3) One AP is operative, and
4) The autothrust is operative, and
5) The AFS control panel is operative.

34-20-03	Altitude Indication on SFD

Ident.: MI-34-20-00012349.0001001 / 13 APR 16
5 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-20-03C

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that:
1) The aircraft is operated in day VMC, and
2) One AP is operative, and
3) The three ADRs are operative, and
4) The autothrust is operative, and
5) The AFS control panel is operative.

Note: ***Notify Dispatch.***

34-20-03	Altitude Indication on SFD

6 Ident.: MI-34-20-00012349.0002001 / 12 JAN 24
Applicable to: B-18919

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34-20-03A Inoperative on right ISIS

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

May be inoperative on the right ISIS provided that the right ISIS is set to SND or to OFF.

34-20-03B Inoperative on left ISIS

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

May be inoperative on the left ISIS provided that the left ISIS is set to SND or to OFF.

34-20-03C Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

Both may be inoperative provided that:
1) The aircraft is operated in day VMC, and
2) One AP is operative, and
3) The three ADRs are operative, and
4) The autothrust is operative, and
5) The AFS control panel is operative.

Note: ***Notify Dispatch.***

34-20-04	Attitude Indication on SFD

Ident.: MI-34-20-00012350.0001001 / 13 APR 16
7 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-20-04A

Repair interval	Nbr installed	Nbr required	Placard
–	**1**	**1**	**No**

Must be operative.

34-20-04	Attitude Indication on SFD

8 Ident.: MI-34-20-00012350.0002001 / 12 JAN 24
Applicable to: B-18919

34-20-04A Inoperative on right ISIS

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

May be inoperative on the right ISIS provided that the right ISIS is set to SND or to Off.

34-20-04B Inoperative on left ISIS

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

May be inoperative on the left ISIS provided that the left ISIS is set to SND or to Off.

34-20-05	Mach Number Indication on SFD

Ident.: MI-34-20-00012351.0001001 / 13 APR 16
9 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-20-05B

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

34-20-05	Mach Number Indication on SFD

10 Ident.: MI-34-20-00012351.0002001 / 12 JAN 24
Applicable to: B-18919

34-20-05A One inoperative and affected ISIS set to SND

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

One may be inoperative provided that the affected ISIS is set to SND.

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34-20-05B One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

34-20-06	LS Indication on SFD

Ident.: MI-34-20-00012352.0001001 / 13 APR 16
11 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-20-06B

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

34-20-06	LS Indication on SFD

12 Ident.: MI-34-20-00012352.0002001 / 12 JAN 24
Applicable to: B-18919

34-20-06A One inoperative and affected ISIS set to SND

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

One may be inoperative provided that the affected ISIS is set to SND.

34-20-06B One or both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

34-20-07	Position Indication on SFD

Ident.: MI-34-20-00012353.0001001 / 13 APR 16
13 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-20-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

34-20-07	Position Indication on SFD and SND

14 Ident.: MI-34-20-00012353.0002001 / 12 JAN 24
Applicable to: B-18919

34-20-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

34-20-08	Heading Indication on SFD

Ident.: MI-34-20-00012354.0001001 / 13 APR 16
15 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-20-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

34-20-08	Heading Indication on SFD and SND

16 Ident.: MI-34-20-00012354.0002001 / 12 JAN 24
Applicable to: B-18919

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34-20-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

34-20-09	Track Indication on SFD

Ident.: MI-34-20-00012355.0001001 / 13 APR 16
17 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-20-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

34-20-09	Track Indication on SFD and SND

18 Ident.: MI-34-20-00012355.0002001 / 12 JAN 24
Applicable to: B-18919

34-20-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

34-20-10 Bugs Function on SFD

Ident.: MI-34-20-00012356.0001001 / 13 APR 16
19 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

34-20-10A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative.

34-20-10 Bugs Function on SFD

20 Ident.: MI-34-20-00012356.0002001 / 12 JAN 24
Applicable to: B-18919

34-20-10A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

One or both may be inoperative.

34-20-11 Ground Speed Indication on SND

21 Ident.: MI-34-20-00012357.0001001 / 12 JAN 24
Applicable to: B-18919

34-20-11A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

One or both may be inoperative.

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34-22-01 Standby Compass Indicator

Ident.: MI-34-22-00012358.0001001 / 13 APR 16
Applicable to: ALL

34-22-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that:
1) The three IRs are operative, and
2) The heading indication is operative on ISIS.

34-22-02 Standby Compass Lighting

Ident.: MI-34-22-00012359.0001001 / 13 APR 16
Applicable to: ALL

34-22-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

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34-23-01	Standby Pitot Probe

Ident.: MI-34-23-00021399.0001001 / 13 APR 16
Applicable to: ALL

34-23-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

May be inoperative for 3 flights provided that:

1) The three ADRs are operative, and
2) One AP is operative, and
3) The autothrust is operative, and
4) The AFS control panel is operative, and
5) The airspeed indication on SFD is placarded inoperative and is not used.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

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34-36-01	MMR

Ident.: MI-34-36-00013062.0001001 / 01 DEC 23
Applicable to: ALL

34-36-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that CAT II/III operations are not allowed.

Note: ***Notify Dispatch.***

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-36-01A MMR (one inoperative)*

34-36-01B Both inoperative out of the Single European Sky

Repair interval	Nbr installed	Nbr required	Placard
B	**2**	**0**	**No**

(o) Both may be inoperative provided that:

1) One VOR and one DME are operative, and
2) Navigation procedures are not based on the use of the GNSS, and
3) Approach and landing procedures are not based on the use of the GNSS and landing systems, and
4) Operations in Airspaces requiring operative ADS-B reporting are not conducted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended route, and
5) Operations are not conducted in the Single European Sky, and
6) RNAV/RNP operations may be affected, and
7) ADS-B OUT function is not available.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Note: *Flight dispatch to/from Australia with inoperative ADS-B function beyond 3 days is not allowed.*

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

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Reference(s)

(o) *Refer to OpsProc 34-36-01B MMR (both inoperative out of the Single European Sky)*

34-36-01C Both inoperative in the Single European Sky

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) Both may be inoperative for 3 consecutive calendar days provided that:

1) One VOR and one DME are operative, and
2) Navigation procedures are not based on the use of the GNSS, and
3) Approach and landing procedures are not based on the use of the GNSS and landing systems, and
4) Operations in Airspaces requiring operative ADS-B reporting are not conducted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended route, and
5) RNAV/RNP operations may be affected, and
6) ADS-B OUT function is not available.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Note: *Flight dispatch to/from Australia with inoperative ADS-B function beyond 3 days is not allowed.*

Note: *CAL is **"NOT"** authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-36-01C MMR (both inoperative in the Single European Sky)*

34-36-02	ILS

Ident.: MI-34-36-00013084.0001001 / 03 JUL 20
Applicable to: ALL

34-36-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative provided that CAT II/III operations are not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 34-36-02A ILS (one inoperative)*

34-36-02B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both may be inoperative provided that approach and landing procedures are not based on the use of the ILS.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 34-36-02B ILS (both inoperative)*

34-36-04	FLS

Ident.: MI-34-36-00013095.0001001 / 13 APR 16
Applicable to: ALL

34-36-04A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative.

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34-36-04B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both may be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 34-36-04B FLS*

34-36-05	GLS

Ident.: MI-34-36-00013053.0001001 / 01 DEC 23
Applicable to: ALL

34-36-05B GLS not used

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

(o) One or both may be inoperative provided that approach and landing procedures are not based on the use of the GLS.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 34-36-05B GLS (GLS not used)*

34-36-06	SLS

Ident.: MI-34-36-00013057.0001001 / 01 DEC 23
Applicable to: ALL

34-36-06B SLS not used

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

(o) One or both may be inoperative provided that approach and landing procedures are not based on the use of the SLS.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 34-36-06B SLS (SLS not used)*

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34-38-01	Airport Navigation Function (ANF)

Ident.: MI-34-38-00011663.0001001 / 02 FEB 17
Applicable to: ALL

34-38-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

(o) May be inoperative on one or both sides.

Reference(s)

(o) *Refer to OpsProc 34-38-01A Airport Navigation Function (ANF)*

34-38-02	Airport Navigation Database

Ident.: MI-34-38-00011664.0001001 / 13 APR 16
Applicable to: ALL

34-38-02A Database cycle out of date and ANF used

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

May be out of date on one or both sides provided that the airport maps needed for the intended flight have not been amended in the current ANF database cycle.

34-38-02B Database cycle out of date and ANF not used

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) May be out of date on one or both sides provided that the airport navigation function is not used.

Reference(s)

(o) *Refer to OpsProc 34-38-02B Airport Navigation Database*

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34-42-01	Radio Altimeter

Ident.: MI-34-42-00012347.0001001 / 14 SEP 16
Applicable to: ALL

34-42-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

One may be inoperative.

34-42-01C One erroneous and deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**2**	**No**

(m) One may be erroneous provided that the affected RA is deactivated.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-34-42-XX-00ZZZ-560Z-A*

34-42-01D Two inoperative or erroneous

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**1**	**No**

(o) (m) Two may be inoperative or erroneous provided that:
1) The two affected RA are deactivated, and
2) CAT III operation is not allowed.

<u>Note:</u> ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 34-42-01D Radio Altimeter (two inoperative or erroneous)*
(m) *Refer to Maintenance Procedure A350-A-34-42-XX-02ZZZ-560Z-A*

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34-50-01	**GNSS**

Ident.: MI-34-50-00012288.0001001 / 01 DEC 23
Applicable to: ALL

34-50-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One may be inoperative.

Note: ***Notify Dispatch.***

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-50-01A GNSS (one inoperative)*

34-50-01B Both inoperative out of the Single European Sky

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both may be inoperative provided that:
1) One DME is operative, and
2) Navigation, approach and landing procedures are not based on the use of the GNSS, and
3) Operations in Airspaces requiring operative ADS-B reporting are not conducted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended route, and
4) Operations are not conducted in the Single European Sky, and
5) RNAV/RNP operations may be affected, and
6) ADS-B OUT function is not available.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Note: *Flight dispatch to/from Australia with inoperative ADS-B function beyond 3 days is not allowed.*

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-50-01B GNSS (both inoperative out of the Single European Sky)*

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34-50-01C Both inoperative in the Single European Sky

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) Both may be inoperative for 3 consecutive calendar days provided that:
1) One DME is operative, and
2) Navigation, approach and landing procedures are not based on the use of the GNSS, and
3) Operations in Airspaces requiring operative ADS-B reporting are not conducted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended route, and
4) RNAV/RNP operations may be affected, and
5) ADS-B OUT function is not available.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Note: *Flight dispatch to/from Australia with inoperative ADS-B function beyond 3 days is not allowed.*

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-50-01C GNSS (both inoperative in the Single European Sky)*

34-50-02	DME

Ident.: MI-34-50-00012343.0002001 / 13 APR 16
Applicable to: ALL

34-50-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

One may be inoperative.

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34-50-02B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both may be inoperative provided that:
1) Navigation and approach procedures are not based on the use of the DME, and
2) RNAV/RNP operations may be affected.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 34-50-02B DME*

34-50-03	VOR

Ident.: MI-34-50-00012344.0002001 / 13 APR 16
Applicable to: ALL

34-50-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-50-03A VOR (one inoperative)*

34-50-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both may be inoperative provided that:
1) Two FMCs are operative, and
2) Navigation and approach procedures are not based on the use of the VOR, and
3) RNAV/RNP operations may be affected.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 34-50-03B VOR (both inoperative)*

34-50-04 Marker

Ident.: MI-34-50-00012345.0001001 / 13 APR 16
Applicable to: ALL

34-50-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that approach procedures do not require marker fixes.

Note: ***Notify Dispatch.***

34-50-05 ADF

Ident.: MI-34-50-00012346.0001001 / 13 APR 16
Applicable to: ALL

34-50-05A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative provided that navigation and approach procedures are not based on the use of the ADF.

Note: ***Notify Dispatch.***

34-50-06	GNSS monitoring by IRs

Ident.: MI-34-50-00026045.0001001 / 01 DEC 23
Applicable to: ALL

34-50-06A One GNSS rejected by IRs

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) One GNSS may be rejected by IRs.

Note: ***Notify Dispatch.***

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-50-06A GNSS monitoring by IRs (one GNSS rejected by IRs)*

34-50-06B Both GNSS rejected by IRs out of the Single European Sky

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) Both GNSS may be rejected by IRs provided that:

1) One DME is operative, and
2) Operations in Airspaces requiring operative ADS-B reporting are not conducted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended route, and
3) Operations are not conducted in the Single European Sky, and
4) RNAV/RNP operations may be affected, and
5) ADS-B OUT function is not available.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Note: *Flight dispatch to/from Australia with inoperative ADS-B function beyond 3 days is not allowed.*

Note: *CAL is "**NOT**" authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-50-06B GNSS monitoring by IRs (both rejected out of the Single European Sky)*

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34-50-06C Both GNSS rejected by IRs in the Single European Sky

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(o) Both GNSS may be rejected by the IRs for 3 consecutive calendar days provided that:

1) One DME is operative, and

2) Operations in Airspaces requiring operative ADS-B reporting are not conducted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended route, and

3) RNAV/RNP operations may be affected, and

4) ADS-B OUT function is not available.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Note: *Flight dispatch to/from Australia with inoperative ADS-B function beyond 3 days is not allowed.*

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-50-06C GNSS monitoring by IRs (both rejected in the Single European Sky)*

34-71-01	Surveillance System

Ident.: MI-34-71-00011697.0001001 / 13 APR 16
Applicable to: ALL

34-71-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-71-01A Surveillance System*

34-71-02	TAWS

Ident.: MI-34-71-00011698.0001001 / 05 JAN 18
Applicable to: ALL

34-71-02A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative.

34-71-02B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**Yes**

(o) Both may be inoperative for 6 flights or 25 flight hours or 2 consecutive calendar days, whichever occurs first.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-71-02B TAWS*

34-71-03	GPWS

Ident.: MI-34-71-00011699.0001001 / 01 JUL 22
Applicable to: ALL

34-71-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative.

34-71-03B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**Yes**

(o) Both may be inoperative for 6 flights or 25 flight hours or 2 consecutive calendar days, whichever occurs first.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-71-03B GPWS*

34-71-04	Terrain Functions

Ident.: MI-34-71-00011700.0001001 / 05 JAN 18
Applicable to: ALL

34-71-04A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

One may be inoperative.

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34-71-04B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**Yes**

(o) Both may be inoperative for 10 consecutive calendar days.

Note: ***Notify Dispatch.***

Note: *CAL is “**NOT**” authorized to conduct RNP AR operation.*

Reference(s)

(o) *Refer to OpsProc 34-71-04B Terrain Functions*

34-71-05	Transponder

Ident.: MI-34-71-00011702.0001001 / 13 APR 16
Applicable to: ALL

34-71-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-71-05A Transponder*

34-71-06	TCAS

Ident.: MI-34-71-00011701.0001001 / 01 JUL 22
Applicable to: ALL

34-71-06A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-71-06A TCAS (one inoperative)*

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34-71-06B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**Yes**

(o) Both may be inoperative for 10 consecutive calendar days.

Note: ***Notify Dispatch.***

Note: *When TCAS is inoperative, the direct flight between Taiwan and China via Cross-Strait ATS routes is not allowed.*

Reference(s)

(o) *Refer to OpsProc 34-71-06B TCAS (both inoperative)*

34-71-07	ADS-B TRAFFIC Function

1 Ident.: MI-34-71-00011703.0001001 / 09 DEC 13
Applicable to: B-18919

34-71-07A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-71-07A ADS-B TRAFFIC Function*

34-71-07B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

Both may be inoperative.

34-71-08 Weather Radar Function

Ident.: MI-34-71-00011704.0001001 / 01 JUL 22
Applicable to: ALL

34-71-08A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**Yes**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-71-08A Weather Radar Function*

34-71-08B Both inoperative in day VMC conditions

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

Both may be inoperative provided that the aircraft is operated in day VMC conditions.

Note: ***Notify Dispatch.***

34-71-08C Both inoperative without hazardous weather conditions forecasted

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

Both may be inoperative provided that no potentially hazardous weather conditions (e.g thunderstorm) are forecasted along the intended route.

Note: ***Notify Dispatch.***

34-71-09	Predictive Windshear Function

Ident.: MI-34-71-00011705.0001001 / 13 APR 16
Applicable to: ALL

34-71-09A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**Yes**

(o) One may be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-71-09A Predictive Windshear Function*

34-71-09B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

Both may be inoperative provided that:
1) Weather Radar Reactive Windshear Detection System is operative, and
2) Takeoffs and landings are not conducted in known or forecast windshear condition.

Note: ***Notify Dispatch.***

34-71-10	SURV Control Panel

Ident.: MI-34-71-00011706.0001001 / 13 APR 16
Applicable to: ALL

34-71-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 34-71-10A SURV Control Panel*

35-01-01 CREW SUPPLY pb-sw OFF light

Ident.: MI-35-01-00012497.0001001 / 13 APR 16
Applicable to: ALL

35-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

35-01-02 PAX SYS ON light

Ident.: MI-35-01-00012533.0001001 / 13 APR 16
Applicable to: ALL

35-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

35-01-31 MASK MAN ON pb

Ident.: MI-35-01-00012535.0001001 / 13 APR 16
Applicable to: ALL

35-01-31A Automatic control function operative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the automatic control of the passenger oxygen masks is operative.

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35-01-31B Automatic control function inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the operating altitude is limited to 10 000 ft (3 000 m).

Note: ***Notify Dispatch.***

35-02-01 RESET pb FAULT light

Ident.: MI-35-02-00012536.0001001 / 13 APR 16
Applicable to: ALL

35-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

35-02-02 RESET pb ON light

Ident.: MI-35-02-00012538.0001001 / 13 APR 16
Applicable to: ALL

35-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

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35-07-01 — REGUL PR LO Indication on the DOOR/OXYGEN SD page

Ident.: MI-35-07-00012568.0001001 / 13 APR 16
Applicable to: ALL

35-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the oxygen pressure on the affected side is checked before the first flight of each day.

Note: *On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-35-1X-XX-00ZZZ-560Z-A*

35-07-02 — Crew Oxygen Bottle Pressure Monitoring on the DOOR/OXYGEN SD page

Ident.: MI-35-07-00012569.0001001 / 14 APR 16
Applicable to: ALL

35-07-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the oxygen pressure is checked by direct reading on the associated pressure gauge before each flight.

Note: *On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-35-1X-XX-01ZZZ-560Z-A*

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35-10-01	Crew Oxygen Mask

Ident.: MI-35-10-00012546.0001001 / 13 APR 16
Applicable to: ALL

35-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**–**	**Yes**

Each occupant of the cockpit must have its assigned mask operative.

35-10-02	Crew Oxygen Mask Microphone

Ident.: MI-35-10-00012547.0001001 / 13 APR 16
Applicable to: ALL

35-10-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**2**	**Yes**

One must be operative for each pilot.

35-10-03	Crew Oxygen Bottle

Ident.: MI-35-10-00012548.0001001 / 13 APR 16
Applicable to: ALL

35-10-03A

Repair interval	Nbr installed	Nbr required	Placard
–	**2**	**2**	**No**

Both must be operative.

35-10-04 Exterior Crew Oxygen Discharge Indicator (Green Disc)

Ident.: MI-35-10-00012540.0001001 / 13 APR 16
Applicable to: ALL

35-10-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be missing or damaged.

35-10-05 Crew Oxygen Supply Valve

Ident.: MI-35-10-00012549.0001001 / 13 APR 16
Applicable to: ALL

35-10-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative in the open position provided that the affected valve is deactivated in the open position.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-35-11-55-00ZZZ-560Z-A*

35-10-06 Oxygen Control Redundancy

Ident.: MI-35-10-00020637.0001001 / 13 APR 16
Applicable to: ALL

35-10-06A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days.

35-20-01 Automatic Control of the Passengers Oxygen Masks

Ident.: MI-35-20-00012550.0001001 / 13 APR 16
Applicable to: ALL

35-20-01A Manual control checked operative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**Yes**

(m) May be inoperative for 10 consecutive calendar days provided that:

1) The operating altitude is limited to FL 300, and

2) The manual control of the passengers oxygen masks is checked operative if the MSA along the intended route is above 10 000 ft (3 000 m).

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-35-23-XX-00ZZZ-560Z-A*

35-20-01B Manual control checked operative before each flight

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(m) May be inoperative provided that:

1) The operating altitude is limited to FL 300, and

2) The manual control of the passengers oxygen masks is checked operative before each flight if the MSA along the intended route is above 10 000 ft (3 000 m).

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-35-23-XX-02ZZZ-560Z-A*

35-20-02	Cabin Attendant and Passenger Individual Oxygen Module

Ident.: MI-35-20-00012551.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

35-20-02A Affected seat not used

Repair interval	Nbr installed	Nbr required	Placard
C	**132**	**–**	**Yes**

One or more may be inoperative provided that the affected seat is placarded "DO NOT OCCUPY" and is not used.
Refer to Item 25-22-01 Cabin Attendant Seat, or
Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

35-20-02B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard
C	**132**	**0**	**No**

One or more may be inoperative provided that the operating altitude is limited to 10 000 ft (3 000 m).

Note: ***Notify Dispatch.***

35-20-02	Cabin Attendant and Passenger Individual Oxygen Module

2 Ident.: MI-35-20-00012551.9000119 / 12 JAN 24
Applicable to: B-18919

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35-20-02A Affected seat not used

Repair interval	Nbr installed	Nbr required	Placard
C	**135**	**–**	**Yes**

One or more may be inoperative provided that the affected seat is placarded "DO NOT OCCUPY" and is not used.
Refer to Item 25-22-01 Cabin Attendant Seat, or
Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

35-20-02B Altitude limited to 10 000 ft (3 000 m)

Repair interval	Nbr installed	Nbr required	Placard
C	**135**	**0**	**No**

One or more may be inoperative provided that the operating altitude is limited to 10 000 ft (3 000 m).

Note: ***Notify Dispatch.***

35-20-03	**Galley Oxygen Module**

Ident.: MI-35-20-00012554.0001001 / 13 APR 16
Applicable to: ALL

35-20-03A Adjacent cabin attendant oxygen module available

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

(o) One or more may be inoperative and the associated galley area may be occupied provided that an adjacent cabin attendant individual oxygen module is available and is visible for each occupant of the associated galley area.

Reference(s)

(o) *Refer to OpsProc 35-20-03A Galley Oxygen Module*

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35-20-03B Associated galley area not occupied

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**No**

One or more may be inoperative provided that the associated galley area is not occupied.

35-20-04	Lavatory Oxygen Module

Ident.: MI-35-20-00012557.0001001 / 05 JAN 18
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

35-20-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**–**	**Yes**

One or more may be inoperative provided that the associated lavatory is not used and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

35-20-04	Lavatory Oxygen Module

4 Ident.: MI-35-20-00012557.9000120 / 12 JAN 24
Applicable to: B-18919

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35-20-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**–**	**Yes**

One or more may be inoperative provided that the associated lavatory is not used and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *The number required of lavatory should be operative, Refer to Item 38-30-01B - Lavatory Waste System.*

35-20-05	**Manual Release Tool**

Ident.: MI-35-20-00012558.0001001 / 13 APR 16
5 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

35-20-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**10**	**4**	**No**

One must be operative at each pair of floor level exit doors.

35-20-05	**Manual Release Tool**

6 Ident.: MI-35-20-00012558.9000121 / 12 JAN 24
Applicable to: B-18919

35-20-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**13**	**4**	**No**

One must be operative at each pair of floor level exit doors.

35-20-06	FCRC/CCRC Individual Oxygen Module

Ident.: MI-35-20-00012560.0001001 / 13 APR 16
7 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

35-20-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**9**	**0**	**Yes**

One or more may be inoperative provided that the associated bunk bed or seat is placarded "DO NOT OCCUPY" and is not used.
Refer to Item 25-50-01 Crew Rest Compartment Bunk Bed, or
Refer to Item 25-50-02 Flight Crew Rest Compartment Seat

Note: ***Notify Dispatch.***

35-20-06	FCRC/CCRC Individual Oxygen Module

8 Ident.: MI-35-20-00012560.9000122 / 12 JAN 24
Applicable to: B-18919

35-20-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**10**	**0**	**Yes**

One or more may be inoperative provided that the associated bunk bed or seat is placarded "DO NOT OCCUPY" and is not used.
Refer to Item 25-50-01 Crew Rest Compartment Bunk Bed, or
Refer to Item 25-50-02 Flight Crew Rest Compartment Seat

Note: ***Notify Dispatch.***

35-30-01	Portable Oxygen Unit (Bottle and Mask)

Ident.: MI-35-30-00012562.0001001 / 22 JAN 21
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

35-30-01A Non-required portable oxygen unit inoperative or missing

Repair interval	Nbr installed	Nbr required	Placard
D	**9**	**8**	**Yes**

(o) One non-required units may be inoperative or missing provided that:
1) The required distribution of the operative units is maintained throughout the cabin, and
2) Bottles not properly serviced are replaced, serviced or removed at the next available maintenance facility.

Note: *Inoperative portable oxygen units removed from a certified location may be subject to dangerous goods requirements, and refer to GOM Chapter 5 & 6 and DGOM Section 6 & 7.*

Reference(s)

(o) *Refer to OpsProc 35-30-01A Portable Oxygen Unit (non-required units inoperative or missing)*

35-30-01	Portable Oxygen Unit (Bottle and Mask)

2 Ident.: MI-35-30-00012562.9000123 / 12 JAN 24
Applicable to: B-18919

35-30-01A Non-required portable oxygen unit inoperative or missing

Repair interval	Nbr installed	Nbr required	Placard
D	**17**	**8**	**Yes**

(o) One non-required units may be inoperative or missing provided that:
1) The required distribution of the operative units is maintained throughout the cabin, and
2) Bottles not properly serviced are replaced, serviced or removed at the next available maintenance facility.

Note: *The number required of portable oxygen unit shall be the bottles with 11 cu ft.*

Note: *Inoperative portable oxygen units removed from a certified location may be subject to dangerous goods requirements, and refer to GOM Chapter 5 & 6 and DGOM Section 6 & 7.*

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Reference(s)

(o) *Refer to OpsProc 35-30-01A Portable Oxygen Unit (non-required units inoperative or missing)*

35-30-02	Flight Crew Portable Protective Breathing Equipment

Ident.: MI-35-30-00012565.0001001 / 12 JAN 24

3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

4 ## 35-30-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**3**	**2**	**Yes**

One may be inoperative or missing provided that two flight crew portable protective breathing equipments are operative.

Note: *The number installed of PBE includes cockpit and FCRC.*

Note: *The number required of PBE shall be one of each cockpit and FCRC.*

Note: *Inoperative PBE units removed from a certified location may be subject to dangerous goods requirements, and refer to GOM Chapter 5 & 6 and DGOM Section 6 & 7.*

35-30-02	Flight Crew Portable Protective Breathing Equipment

5 Ident.: MI-35-30-00012565.9000124 / 12 JAN 24

Applicable to: B-18919

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35-30-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**4**	**2**	**Yes**

One or two may be inoperative or missing provided that two flight crew portable protective breathing equipments are operative.

Note: *The number installed of PBE includes cockpit and FCRC.*

Note: *The number required of PBE shall be one of each cockpit and FCRC.*

Note: *Inoperative PBE units removed from a certified location may be subject to dangerous goods requirements, and refer to GOM Chapter 5 & 6 and DGOM Section 6 & 7.*

35-30-03	**Cabin Crew Portable Protective Breathing Equipment**

Ident.: MI-35-30-00012566.0001001 / 12 JAN 24

6 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

7 ## 35-30-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**11**	**9**	**Yes**

One or two may be inoperative or missing provided that one cabin crew portable protective breathing equipment is operative for each required cabin crewmember.

Note: *The number installed of PBE includes cabin and CCRC.*

Note: *The number required of PBE shall be eight of cabin and one of CCRC.*

Note: *Inoperative PBE units removed from a certified location may be subject to dangerous goods requirements, and refer to GOM Chapter 5 & 6 and DGOM Section 6 & 7.*

35-30-03	Cabin Crew Portable Protective Breathing Equipment

8 Ident.: MI-35-30-00012566.9000125 / 12 JAN 24
Applicable to: B-18919

35-30-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**13**	**9**	**Yes**

One or more may be inoperative or missing provided that one cabin crew portable protective breathing equipment is operative for each required cabin crewmember.

Note: *The number installed of PBE includes cabin and CCRC.*

Note: *The number required of PBE shall be eight of cabin and one of CCRC.*

Note: *Inoperative PBE units removed from a certified location may be subject to dangerous goods requirements, and refer to GOM Chapter 5 & 6 and DGOM Section 6 & 7.*

36-01-01 ENG 1(2) BLEED pb-sw FAULT light

Ident.: MI-36-01-00013366.0001001 / 13 APR 16
Applicable to: ALL

36-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

36-01-02 ENG 1(2) BLEED pb-sw OFF light

Ident.: MI-36-01-00013365.0001001 / 13 APR 16
Applicable to: ALL

36-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

36-01-03 APU BLEED pb-sw FAULT light

Ident.: MI-36-01-00013367.0001001 / 13 APR 16
Applicable to: ALL

36-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

36-01-04 APU BLEED pb-sw ON light

Ident.: MI-36-01-00013368.0001001 / 13 APR 16
Applicable to: ALL

36-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

36-07-01 Precooler Outlet Pressure Monitoring on the BLEED SD page

Ident.: MI-36-07-00013376.0001001 / 13 APR 16
Applicable to: ALL

36-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

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36-11-01 Engine Bleed Air System

Ident.: MI-36-11-00013370.0001001 / 19 JUL 19
Applicable to: ALL

36-11-01A One inoperative for non-ETOPS

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that:
1) ETOPS is not conducted, and
2) The APU and the APU bleed air supply are operative, and
3) The associated ENG BLEED pb-sw is set to OFF.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 36-11-01A Engine Bleed Air System*

36-11-01B One inoperative for ETOPS 180 min

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**Yes**

(o) One may be inoperative for 3 flights provided that:
1) ETOPS beyond 180 min is not conducted, and
2) The APU and the APU bleed air supply are operative, and
3) The associated ENG BLEED pb-sw is set to OFF.

Note: ***Notify Dispatch.***

Note: *Multi-sector flights dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 36-11-01B Engine Bleed Air System*

36-11-02	Engine Bleed Valve

Ident.: MI-36-11-00013371.0001001 / 19 JUL 19
Applicable to: ALL

36-11-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that:
1) The affected engine bleed valve is deactivated in the closed position, and
2) The associated engine bleed air system is considered inoperative.
Refer to Item 36-11-01 Engine Bleed Air System.

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-36-11-54-00ZZZ-560Z-A*

36-11-03	Engine Bleed Fan Air Valve

Ident.: MI-36-11-00013372.0001001 / 19 JUL 19
Applicable to: ALL

36-11-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that:
1) The affected fan air valve is deactivated in the closed position, and
2) The associated engine bleed air system is considered inoperative.
Refer to Item 36-11-01 Engine Bleed Air System.

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-36-11-XX-02ZZZ-560Z-A*

36-11-04 Engine Bleed Overpressure Valve

Ident.: MI-36-11-00013373.0001001 / 19 JUL 19
Applicable to: ALL

36-11-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that:

1) The associated engine bleed overpressure valve is deactivated in the open position, and

2) The associated engine bleed air system is considered inoperative.
Refer to Item 36-11-01 Engine Bleed Air System.

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-36-11-XX-04ZZZ-560Z-A*

36-11-05 Engine Bleed IP Check Valve

Ident.: MI-36-11-00018432.0002001 / 19 JUL 19
Applicable to: ALL

36-11-05A Associated bleed considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative provided that the associated engine bleed air system is considered inoperative.
Refer to Item 36-11-01 Engine Bleed Air System

Note: ***Notify Dispatch.***

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36-11-05B Inoperative in the open position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) (m) One may be inoperative in the open position provided that:

1) The non-affected engine bleed air system is operative, and
2) The associated engine high pressure valve is deactivated in the closed position, and
3) At low power setting, the associated engine bleed air system is not used.

Reference(s)

(o) *Refer to OpsProc 36-11-05B Engine Bleed IP Check Valve*
(m) *Refer to Maintenance Procedure A350-A-36-11-51-02ZZZ-560Z-A*

36-11-06	Engine HP Bleed Valve

Ident.: MI-36-11-00013374.0001001 / 13 APR 16
Applicable to: ALL

36-11-06A Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative in the closed position provided that:

1) The opposite engine bleed air system is operative, and
2) At low power setting, the associated engine bleed air system is not used.

Reference(s)

(o) *Refer to OpsProc 36-11-06A Engine HP Bleed Valve*

36-11-06B Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) (m) One may be inoperative provided that:

1) The affected engine HP bleed valve is deactivated in the closed position, and
2) The opposite engine bleed air system is operative, and
3) At low power setting, the associated engine bleed air system is not used.

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Reference(s)

(o) *Refer to OpsProc 36-11-06B Engine HP Bleed Valve*
(m) *Refer to Maintenance Procedure A350-A-36-11-51-02ZZZ-560Z-A*

36-11-07	**Engine Bleed Pressure Monitoring**

Ident.: MI-36-11-00013375.0001001 / 13 APR 16
Applicable to: ALL

36-11-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative.

36-11-08	**Engine HP Bleed Valve Monitoring**

Ident.: MI-36-11-00013377.0001001 / 13 APR 16
Applicable to: ALL

36-11-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 36-11-08A Engine HP Bleed Valve Monitoring*

36-11-09 Engine Bleed Control

Ident.: MI-36-11-00013379.0001001 / 19 JUL 19
Applicable to: ALL

36-11-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative provided that the associated engine bleed air system is considered inoperative.
Refer to Item 36-11-01 Engine Bleed Air System.

Note: ***Notify Dispatch.***

36-11-10 Engine Bleed Monitoring

Ident.: MI-36-11-00013382.0001001 / 19 JUL 19
Applicable to: ALL

36-11-10A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative provided that the associated engine bleed air system is considered inoperative.
Refer to Item 36-11-01 Engine Bleed Air System.

Note: ***Notify Dispatch.***

36-11-11	Engine Bleed Monitoring and Control

Ident.: MI-36-11-00018867.0001001 / 19 JUL 19
Applicable to: ALL

36-11-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that:

1) The associated HP bleed valve and the associated engine bleed valve are deactivated and secured in the closed position, and

2) The associated engine bleed overpressure valve is secured in the open position, and

3) The associated engine bleed air system is considered inoperative.

Refer to Item 36-11-01 Engine Bleed Air System

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-36-11-XX-05ZZZ-560Z-A*

36-11-12	Engine Bleed Temperature Redundancy

Ident.: MI-36-11-00023701.0002001 / 19 JUL 19
Applicable to: ALL

36-11-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

One may be inoperative provided that the associated engine bleed air system is considered inoperative.

Refer to Item 36-11-01 Engine Bleed Air System

Note: ***Notify Dispatch.***

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36-12-01	**APU Bleed Air Supply**

Ident.: MI-36-12-00013383.0001001 / 13 APR 16
Applicable to: ALL

36-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the APU BLEED pb-sw is set to off.

Reference(s)

(o) *Refer to OpsProc 36-12-01A APU Bleed Air Supply*

36-12-02	**APU Bleed Valve**

Ident.: MI-36-12-00018868.0001001 / 22 SEP 17
Applicable to: ALL

36-12-02A APU bleed valve inoperative open without a blanking plate installed

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative in the open position provided that the APU is considered inoperative.
Refer to Item 49-10-01 APU Power Plant.

Note: ***Notify Dispatch.***

36-12-02B APU bleed valve inoperative open with a blanking plate installed

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
1) The AIR APU BLEED LEAK DET message is not displayed on the DISPATCH page, and
2) A blanking plate is installed next to the APU bleed valve, and
3) The APU bleed is considered inoperative.
Refer to Item 36-12-01 APU Bleed Air Supply

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-36-12-61-02ZZZ-560Z-A*

36-12-03 Automatic Control of the XBleed Valve

Ident.: MI-36-12-00013384.0002001 / 13 APR 16
Applicable to: ALL

36-12-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the manual control is checked operative.

Reference(s)

(o) *Refer to OpsProc 36-12-03A Automatic Control of the XBleed Valve*

36-12-04 Manual Control of the Xbleed Valve

Ident.: MI-36-12-00013385.0001001 / 13 APR 16
Applicable to: ALL

36-12-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the automatic control is checked operative.

Reference(s)

(o) *Refer to OpsProc 36-12-04A Manual Control of the XBleed Valve*

36-22-01 Air Leak Detection Redundancy

Ident.: MI-36-22-00013386.0001001 / 01 JUL 22
Applicable to: ALL

36-22-01B ISB A350-36-P032 applied (Applicable to POST ISB A350-36-P032)

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the ISB A350-36-P032 has already been applied.

36-22-01C One or both wing anti-ice zones affected (Applicable to PRE ISB A350-36-P032)

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative in one or both wing anti-ice zones provided that:
1) It is checked that a bleed leak can be detected in the affected wing anti-ice zone(s), and
2) It is checked before each flight that the failure does not affect a wing anti-ice zone that is not checked as per proviso 1).

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-36-22-XX-06ZZZ-560Z-A*

36-22-01D No wing anti-ice zone affected (Applicable to PRE ISB A350-36-P032)

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that it is checked before each flight that the failure does not affect any wing anti-ice zone.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-36-22-XX-06ZZZ-560Z-A*

36-22-02	Air APU Bleed Leak Detection

Ident.: MI-36-22-00023784.0001001 / 05 APR 17
Applicable to: ALL

36-22-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
1) The APU check valve is removed and replaced by a dual blanking plate, and
2) A blanking plate is installed next to the APU bleed valve, and
3) The APU bleed is considered inoperative.
Refer to Item 36-12-01 APU Bleed Air Supply

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-36-12-61-00ZZZ-560Z-A*

36-22-03	Air APU Duct

Ident.: MI-36-22-00023785.0001001 / 05 APR 17
Applicable to: ALL

36-22-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
1) The APU bleed valve is operative, and
2) The AIR APU BLEED LEAK DET message is not displayed on the DISPATCH page, and
3) The APU check valve is removed and replaced by a dual blanking plate, and
4) A blanking plate is installed next to the APU bleed valve, and
5) The APU bleed is considered inoperative.
Refer to Item 36-12-01 APU Bleed Air Supply

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-36-12-61-01ZZZ-560Z-A*

38-10-01 Potable Water System

Ident.: MI-38-10-90000040.9000055 / 05 JAN 18
Applicable to: ALL

38-10-01A Individual components inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**–**	**No**

(m) Individual components may be inoperative provided that:
1) Associated components are deactivated or isolated, and
2) Associated system components are verified not to have leaks.

Note: *Any portion of the system which operates normally may be used.*

Reference(s)

(m) *Refer to 38-10-01 38-10-01A Potable Water System (individual components inoperative)*

38-10-01B System not used

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
1) System is drained, and
2) Revenue flight is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to 38-10-01 38-10-01B Potable Water System (system not used)*

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38-30-01	Lavatory Waste System

Ident.: MI-38-30-90000043.9000063 / 06 JAN 23
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

38-30-01A Individual components inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	8	–	No

(m) Individual components may be inoperative provided that:
1) Associated components are deactivated or isolated, and
2) Associated system components are verified not to have leaks.

Note: *Any portion of the system which operates normally may be used.*

Reference(s)

(m) *Refer to 38-30-01 38-30-01A Lavatory Waste System (individual components inoperative)*

38-30-01B Associated lavatory systems inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	8	–	Yes

(m) Associated lavatory system(s) may be inoperative provided that:
1) Associated components are deactivated or isolated to prevent leaks, and
2) The Pilot-in-Command will determine if flight duration is acceptable with a FWD deck lavatory unusable, and
3) Associated lavatory door(s) is secured closed and placarded “INOPERATIVE-DO NOT ENTER”.

Note: ***Notify Dispatch.***

Note: *These provisions are not intended to prohibit inspections by crewmembers.*

Note: *The number required of lavatory is recommended and the final determination will be subject to the PIC.*

- *For flight more than 8 flight hours, one serviceable lavatory for every 60 passengers.*
- *For flight less than 8 flight hours, one serviceable lavatory for every 65 passengers.*

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Reference(s)

(m) *Refer to 38-30-01 38-30-01B Lavatory Waste System (associated lavatory systems inoperative)*

38-30-01	**Lavatory Waste System**

2 Ident.: MI-38-30-90000043.9000126 / 12 JAN 24
Applicable to: B-18919

38-30-01A Individual components inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**–**	**No**

(m) Individual components may be inoperative provided that:

1) Associated components are deactivated or isolated, and

2) Associated system components are verified not to have leaks.

Note: *Any portion of the system which operates normally may be used.*

Reference(s)

(m) *Refer to 38-30-01 38-30-01A Lavatory Waste System (individual components inoperative)*

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38-30-01B Associated lavatory systems inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**–**	**Yes**

(m) Associated lavatory system(s) may be inoperative provided that:

1) Associated components are deactivated or isolated to prevent leaks, and

2) The Pilot-in-Command will determine if flight duration is acceptable with a FWD deck lavatory unusable, and

3) Associated lavatory door(s) is secured closed and placarded “INOPERATIVE-DO NOT ENTER”.

Note: ***Notify Dispatch.***

Note: *These provisions are not intended to prohibit inspections by crewmembers.*

Note: *The number required of lavatory is recommended and the final determination will be subject to the PIC.*

- *For flight more than 8 flight hours, one serviceable lavatory for every 60 passengers.*
- *For flight less than 8 flight hours, one serviceable lavatory for every 65 passengers.*

Reference(s)

(m) *Refer to 38-30-01 38-30-01B Lavatory Waste System (associated lavatory systems inoperative)*

38-30-02	Vacuum Generator Systems (Toilet)

Ident.: MI-38-30-90000063.9000063 / 27 SEP 19
Applicable to: ALL

38-30-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) (m) One may be inoperative provided that:

1) Vacuum generator is deactivated, and
2) The affected lavatory door(s) is secured closed on each flight, and
3) The affected lavatory can be used at or above 16,000 feet MSL only.

Reference(s)

(o) *Refer to OpsProc 38-30-02A Vacuum Generator Systems (Toilet)*
(m) *Refer to 38-30-02 38-30-02A Vacuum Generator Systems (Toilet)*

42-09-01	AVIONICS NETWORK SW OR CABLE Message

Ident.: MI-42-09-00011619.0003001 / 10 JUL 19
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

42-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(m) May be displayed on the DISPATCH page provided that switch 03 and switch 04 are checked operative

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-42-31-XX-00ZZZ-560Z-A*

42-09-01	AVIONICS NETWORK SW OR CABLE Message

2 Ident.: MI-42-09-00011619.0004001 / 10 JUL 19
Applicable to: B-18919

42-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page.

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42-11-01	CPIOM H32

Ident.: MI-42-11-00018375.0001001 / 19 JUL 19

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

42-11-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) The yellow Engine Driven Pump (EDP) on engine 2 is considered inoperative.

Refer to Item 29-10-02 Yellow Engine Driven Pump

Note: ***Notify Dispatch.***

Note: *The AFT and FWD cargo doors must be operated manually.*

42-11-01	CPIOM H32

2 Ident.: MI-42-11-00018375.0003001 / 12 JAN 24

Applicable to: B-18919

42-11-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

Note: ***Notify Dispatch.***

Note: *The AFT and FWD cargo doors must be operated manually.*

42-11-02	CPIOM H33

Ident.: MI-42-11-00018376.0001001 / 19 JUL 19
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

42-11-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) The green Engine Driven Pump (EDP) on engine 1 is considered inoperative.
Refer to Item 29-10-01 Green Engine Driven Pump

Note: ***Notify Dispatch.***

42-11-02	CPIOM H33

4 Ident.: MI-42-11-00018376.0003001 / 04 JUN 20
Applicable to: B-18919

42-11-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

42-11-03	CPIOM H34

Ident.: MI-42-11-00018377.0001001 / 19 JUL 19
5 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

42-11-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) The green Engine Driven Pump (EDP) on engine 2 is considered inoperative.
Refer to Item 29-10-01 Green Engine Driven Pump

Note: ***Notify Dispatch.***

42-11-03	CPIOM H34

6 Ident.: MI-42-11-00018377.0003001 / 04 JUN 20
Applicable to: B-18919

42-11-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

42-11-04	CPIOM H41

Ident.: MI-42-11-00018378.0001001 / 13 APR 16
Applicable to: ALL

42-11-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page page, and

2) All pack control channels are operative.

Reference(s)

(o) *Refer to OpsProc 42-11-04A CPIOM H41 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-11-05	CPIOM H42

Ident.: MI-42-11-00018379.0001001 / 13 APR 16
Applicable to: ALL

42-11-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page page, and

2) All pack control channels are operative.

Reference(s)

(o) *Refer to OpsProc 42-11-05A CPIOM H42 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-11-06 | **CPIOM H43**

Ident.: MI-42-11-00018380.0001001 / 19 JUL 19
Applicable to: ALL

42-11-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) The APU and APU bleed air supply are operative, and

3) The engine bleed air system 2 is operative, and

4) The engine bleed air system 1 is considered inoperative.
Refer to Item 36-11-01 Engine Bleed Air System

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 42-11-06A CPIOM H43 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-11-07	**CPIOM H44**

Ident.: MI-42-11-00018381.0001001 / 19 JUL 19
Applicable to: ALL

42-11-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) ETOPS beyond 180 min is not conducted, and
3) The APU and APU bleed air supply are operative, and
4) The engine bleed air system 1 is operative, and
5) The engine bleed air system 2 is considered inoperative.
Refer to Item 36-11-01 Engine Bleed Air System

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 42-11-07A CPIOM H44 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-11-08	**CPIOM H61**

Ident.: MI-42-11-00018382.0001001 / 13 APR 16
Applicable to: ALL

42-11-08A CPIOM H61 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

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42-11-08B CPIOM H61 inoperative combined with another CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CPIOM H61 and is part of the authorized combinations as given in the associated (o) procedure.

Reference(s)

(o) *Refer to OpsProc 42-11-08B CPIOM H61 inoperative combined with another CRDC/CPIOM inoperative (Exception B)*

42-11-09	**CPIOM H62**

Ident.: MI-42-11-00018383.0001001 / 13 APR 16
Applicable to: ALL

42-11-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

42-11-10	**CPIOM H63**

Ident.: MI-42-11-00018384.0001001 / 13 JAN 16
Applicable to: ALL

42-11-10A CPIOM H63 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
1) No other dispatch CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The landing gear gravity extension channel A is checked operative before each flight.

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Reference(s)

(m) *Refer to Maintenance Procedure A350-A-42-11-XX-04ZZZ-560Z-A*

42-11-10B CPIOM H63 inoperative combined with another CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) **(m)** May be inoperative provided that:

1) Only one other CPIOM is failed in addition to CPIOM H63 and is part of the authorized combinations as given in the associated (o) procedure, and

2) The landing gear gravity extension channel A is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 42-11-10B CPIOM H63 inoperative combined with another CPIOM inoperative (Exception B)*

(m) *Refer to Maintenance Procedure A350-A-42-11-XX-04ZZZ-560Z-A*

42-11-11	CPIOM H64

Ident.: MI-42-11-00018385.0001001 / 13 APR 16
Applicable to: ALL

42-11-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:

1) No other dispatch CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) The landing gear gravity extension channel B is checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-42-11-XX-02ZZZ-560Z-A*

42-11-12	CPIOM J12

Ident.: MI-42-11-00018386.0001001 / 13 APR 16
7 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

42-11-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 42-11-12A CPIOM J12 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-11-12	CPIOM J12

8 Ident.: MI-42-11-00018386.0004001 / 12 JAN 24
Applicable to: B-18919

42-11-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The pitch trim position is checked on both PFDs, and
3) CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 42-11-12A CPIOM J12 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-11-13	CPIOM J21

Ident.: MI-42-11-00018387.0003001 / 04 MAY 16
Applicable to: ALL

42-11-13A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The Engine Interface Function (EIF) 2 on engine 1 is operative, and
3) The APU and AC auxiliary generation are operative.

Reference(s)

(o) *Refer to OpsProc 42-11-13A CPIOM J21 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-11-14	CPIOM J22

Ident.: MI-42-11-00018388.0001001 / 13 APR 16
Applicable to: ALL

42-11-14A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The Engine Interface Function (EIF) 1 on engine 2 is operative.

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Reference(s)

(o) *Refer to OpsProc 42-11-14A CPIOM J22 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-11-15	**CPIOM J23**

Ident.: MI-42-11-00018389.0001001 / 13 APR 16
Applicable to: ALL

42-11-15A CPIOM J23 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The Engine Interface Function (EIF) 1 on engine 1 is operative.

Reference(s)

(o) *Refer to OpsProc 42-11-15A CPIOM J23 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-11-15B CPIOM J23 inoperative combined with another CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:
1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J23 and is part of the authorized combinations as given in the associated (o) procedure, and
2) The Engine Interface Function (EIF) 1 on engine 1 is operative.

Reference(s)

(o) *Refer to OpsProc 42-11-15B CPIOM J23 inoperative combined with another CRDC/CPIOM inoperative (Exception B)*

42-11-16	CPIOM J24

Ident.: MI-42-11-00018390.0003001 / 04 MAY 16
Applicable to: ALL

42-11-16A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The Engine Interface Function (EIF) 2 on engine 2 is operative, and
3) The APU and AC auxiliary generation are operative.

Reference(s)

(o) *Refer to OpsProc 42-11-16A CPIOM J24 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-11-17	CPIOM J51

Ident.: MI-42-11-00018391.0001001 / 06 JUL 18
Applicable to: ALL

42-11-17A Procedures do not require ATC datalink and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) Procedures do not require the use of the ATC datalink.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 42-11-17A CPIOM J51 inoperative and no other CRDC/CPIOM inoperative (procedures do not require ATC datalink) - (Exception A)*

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42-11-17B Procedures require ATC datalink and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) Both HF are operative and used for ATC communication.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 42-11-17B CPIOM J51 inoperative and no other CRDC/CPIOM inoperative (procedures require ATC datalink) (Exception B)*

42-11-17C Procedures do not require ATC datalink combined with another CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:

1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J51 and is part of the authorized combinations as given in the associated (o) procedure, and

2) Procedures do not require the use of ATC datalink.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 42-11-17C CPIOM J51 inoperative combined with another CRDC/CPIOM inoperative (procedures do not require ATC datalink) (Exception C)*

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42-11-17D Procedures require ATC datalink combined with another CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:

1) Only one other CRDC or one other CPIOM is failed in addition to CPIOM J51 and is part of the authorized combinations as given in the associated (o) procedure, and

2) Both HF are operative and used for ATC communication.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 42-11-17D CPIOM J51 inoperative combined with another CRDC/CPIOM inoperative (procedures require ATC datalink) (Exception D)*

42-11-19	CPIOM J72

Ident.: MI-42-11-00018393.0001001 / 13 APR 16
Applicable to: ALL

42-11-19A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o)(m) May be inoperative for 10 consecutive calendar days provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) The monitoring of the stabilizer by the FWS is checked operative, and

3) The monitoring of the elevators by the FWS is checked operative, and

4) The pitch trim position is checked on both PFDs, and

5) CAT IIIb operation is not allowed.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 42-11-19A CPIOM J72 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

(m) *Refer to Maintenance Procedure A350-A-42-11-XX-03ZZZ-560Z-A*

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42-31-01	Avionics Network A Communication Redundancy

1 Ident.: MI-42-31-00025737.0002001 / 07 OCT 21
Applicable to: B-18919

42-31-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

42-31-01	Avionics Network A Communication Redundancy

Ident.: MI-42-31-00025737.0003001 / 07 OCT 21
2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

42-31-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the CDS CENTER LOWER DU ACCESS message is not displayed on the DISPATCH page.

42-31-02	Avionics Network B Communication Redundancy

3 Ident.: MI-42-31-00025742.0002001 / 07 OCT 21
Applicable to: B-18919

42-31-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days.

42-31-02	Avionics Network B Communication Redundancy

Ident.: MI-42-31-00025742.0003001 / 07 OCT 21
4 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

42-31-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that the CDS CENTER LOWER DU ACCESS message is not displayed on the DISPATCH page.

42-41-01	CRDC A01

Ident.: MI-42-41-00018827.0001001 / 13 APR 16
Applicable to: ALL

42-41-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative for 10 consecutive calendar days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

Reference(s)

(o) *Refer to OpsProc 42-41-01A CRDC A01 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-41-02	CRDC A02

Ident.: MI-42-41-00018828.0001001 / 13 APR 16
Applicable to: ALL

42-41-02A CRDC A02 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 10 consecutive calendar days provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) The landing gear gravity extension channel B is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 42-41-02A CRDC A02 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

(m) *Refer to Maintenance Procedure A350-A-42-41-XX-00ZZZ-560Z-A*

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42-41-02B CRDC A02 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) **(m)** May be inoperative provided that:

1) Only one other CRDC is failed in addition to CRDC A02 and is part of the authorized combinations as given in the associated (o) procedure, and

2) The landing gear gravity extension channel B is checked operative before each flight.

Reference(s)

(o) *Refer to OpsProc 42-41-02B CRDC A02 inoperative combined with another CRDC inoperative (Exception B)*

(m) *Refer to Maintenance Procedure A350-A-42-41-XX-00ZZZ-560Z-A*

42-41-03	**CRDC A03**

Ident.: MI-42-41-00013904.0001001 / 13 APR 16
Applicable to: ALL

42-41-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

Reference(s)

(o) *Refer to OpsProc 42-41-03A CRDC A03 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-41-04	CRDC A04

Ident.: MI-42-41-00018830.0002001 / 13 APR 16
Applicable to: ALL

42-41-04A CRDC A04 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The HF2 is set to VOICE mode on ground, and
3) The HF2 is not used during refuelling, defuelling or ground fuel transfer.

Reference(s)

(o) *Refer to OpsProc 42-41-04A CRDC A04 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-41-04B CRDC A04 inoperative combined with another CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:
1) Only one other CRDC or one other CPIOM is failed in addition to CRDC A04 and is part of the authorized combinations as given in the associated (o) procedure, and
2) The HF2 is set to VOICE mode on ground, and
3) The HF2 is not used during refuelling, defuelling or ground fuel transfer.

Reference(s)

(o) *Refer to OpsProc 42-41-04B CRDC A04 inoperative combined with CRDC/CPIOM inoperative (Exception B)*

42-41-05	CRDC A05

Ident.: MI-42-41-00018831.0001001 / 13 APR 16
Applicable to: ALL

42-41-05A CRDC A05 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The HF1 is set to VOICE mode on ground, and
3) The HF1 is not used during refuelling, defuelling or ground fuel transfer.

Reference(s)

(o) *Refer to OpsProc 42-41-05A CRDC A05 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-41-05B CRDC A05 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:
1) Only one other CRDC is failed in addition to CRDC A05 and is part of the authorized combinations as given in the associated (o) procedure, and
2) The HF1 is set to VOICE mode on ground, and
3) The HF1 is not used during refuelling, defuelling or ground fuel transfer.

Reference(s)

(o) *Refer to OpsProc 42-41-05B CRDC A05 inoperative combined with another CRDC inoperative (Exception B)*

42-41-06	CRDC A06

Ident.: MI-42-41-00018832.0001001 / 13 APR 16
Applicable to: ALL

42-41-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

Reference(s)

(o) *Refer to OpsProc 42-41-06A CRDC A06 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-41-07	CRDC A07

Ident.: MI-42-41-00018833.0001001 / 13 APR 16
Applicable to: ALL

42-41-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The NLG APP fluid level is visually checked in the associated reservoir before each flight.
3) The landing gear gravity extension channel A is checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-42-41-XX-01ZZZ-560Z-A*

42-41-08	CRDC A08

Ident.: MI-42-41-00018834.0001001 / 13 APR 16
Applicable to: ALL

42-41-08A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

Reference(s)

(o) *Refer to OpsProc 42-41-08A CRDC A08 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-41-09	CRDC A09

Ident.: MI-42-41-00018835.0001001 / 13 APR 16
Applicable to: ALL

42-41-09A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) **(m)** May be inoperative provided that before each flight:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The FWD internal avionics door is visually checked closed before each flight, and
3) The cockpit escape hatch is visually checked closed and latched before each flight, and
4) The external avionics door is visually checked closed and latched before each flight.

Reference(s)

(o) *Refer to OpsProc 42-41-09A CRDC A09 inoperative and no other CRDC/CPIOM inoperative (Exception A)*
(m) *Refer to Maintenance Procedure A350-A-42-41-XX-07ZZZ-560Z-A*

42-41-10	CRDC A10

Ident.: MI-42-41-00018836.0001001 / 13 APR 16
Applicable to: ALL

42-41-10A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(m) May be inoperative for 10 consecutive calendar days provided that:
- **1)** No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
- **2)** The landing gear gravity extension channel B is checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-42-41-XX-09ZZZ-560Z-A*

42-41-11	CRDC A11

Ident.: MI-42-41-00018837.0001001 / 13 APR 16
Applicable to: ALL

42-41-11A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
- **1)** No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
- **2)** The landing gear gravity extension channel A is checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-42-41-XX-03ZZZ-560Z-A*

42-41-12	CRDC A12

Ident.: MI-42-41-00018838.0001001 / 13 APR 16
Applicable to: ALL

42-41-12A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:
- **1)** No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
- **2)** The landing gear gravity extension channel B is checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-42-41-XX-05ZZZ-560Z-A*

42-41-13	CRDC A13

Ident.: MI-42-41-00018839.0001001 / 13 APR 16
Applicable to: ALL

42-41-13A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that:
- **1)** No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
- **2)** The MLG APP fluid level is visually checked to the associated reservoir before each flight.
- **3)** CAPT oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and
- **4)** The landing gear gravity extension channel A is checked operative before each flight.

Note: *On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.*

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Reference(s)

(o) *Refer to OpsProc 42-41-13A CRDC A13 inoperative and no other CRDC/CPIOM inoperative (Exception A)*
(m) *Refer to Maintenance Procedure A350-A-42-41-XX-04ZZZ-560Z-A*

42-41-14	CRDC A15

Ident.: MI-42-41-00018840.0001001 / 13 APR 16
Applicable to: ALL

42-41-14A CRDC A15 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The BULK HEATER pb-sw is set to OFF.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 42-41-14A CRDC A15 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-41-14B CRDC A15 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:
1) Only one other CRDC is failed in addition to CRDC A15 and is part of the authorized combinations as given in the associated (o) procedure, and
2) The BULK HEATER pb-sw is set to OFF.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 42-41-14B CRDC A15 inoperative combined with another CRDC inoperative (Exception B)*

42-41-15	**CRDC A17**

Ident.: MI-42-41-00018841.0001001 / 13 APR 16
Applicable to: ALL

42-41-15A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

42-41-16	**CRDC B01**

Ident.: MI-42-41-00018842.0003001 / 05 FEB 19
Applicable to: ALL

42-41-16A CRDC B01 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) Cabin door 2L lock monitoring is considered inoperative.
Refer to Item 52-71-02 Cabin Door Lock Monitoring

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42-41-16B CRDC B01 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:

1) Only one other CRDC is failed in addition to CRDC B01 and is part of the authorized combinations as given in the associated (o) procedure, and

2) Cabin door 2L lock monitoring is considered inoperative.

Refer to Item 52-71-02 Cabin Door Lock Monitoring

Reference(s)

(o) *Refer to OpsProc 42-41-16B CRDC B01 inoperative combined with another CRDC inoperative (Exception B)*

42-41-17	**CRDC B02**

Ident.: MI-42-41-00018843.0003001 / 05 FEB 19
Applicable to: ALL

42-41-17A CRDC B02 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) Cabin door 1R lock monitoring is considered inoperative.

Refer to Item 52-71-02 Cabin Door Lock Monitoring

42-41-17B CRDC B02 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:

1) Only one other CRDC is failed in addition to CRDC B02 and is part of the authorized combinations as given in the associated (o) procedure, and

2) Cabin door 1R lock monitoring is considered inoperative.

Refer to Item 52-71-02 Cabin Door Lock Monitoring

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Reference(s)

(o) *Refer to OpsProc 42-41-17B CRDC B02 inoperative combined with another CRDC inoperative (Exception B)*

42-41-18	CRDC B03

Ident.: MI-42-41-00018844.0006001 / 20 MAR 19
Applicable to: ALL

42-41-18A CRDC B03 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) Cabin door 1L lock monitoring is considered inoperative, and
Refer to Item 52-71-02 Cabin Door Lock Monitoring
3) Hot air valve pressure monitoring is considered inoperative.
Refer to Item 21-60-03 Hot Air Valve Pressure Regulation

Reference(s)

(o) *Refer to OpsProc 42-41-18A CRDC B03 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-41-18B CRDC B03 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:
1) only one other CRDC is failed in addition to CRDC B03 and is part of the authorized combinations as given in the associated (o) procedure, and
2) Cabin door 1L lock monitoring is considered inoperative, and
Refer to Item 52-71-02 Cabin Door Lock Monitoring
3) Hot air valve pressure monitoring is considered inoperative.
Refer to Item 21-60-03 Hot Air Valve Pressure Regulation

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Reference(s)

(o) *Refer to OpsProc 42-41-18B CRDC B03 inoperative combined with another CRDC inoperative (Exception B)*

42-41-19	**CRDC B04**

Ident.: MI-42-41-00018845.0001001 / 14 SEP 16
Applicable to: B-18901, B-18902

42-41-19A CRDC B04 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 3 consecutive calendar days provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The yellow electric pump is deactivated, and
3) The green electric motor pump is operative, and
4) All green wheel brakes are operative, and
5) The green parking brake selector valve is operative, and
6) The affected yellow fire shut-off valve(s) is checked in the open position, and
7) The yellow hydraulic reservoir quantity is checked before each flight, and
8) The yellow hydraulic reservoir is manually bled before the first MEL dispatch.

Note: ***Notify Dispatch.***

Note: *The AFT and FWD cargo doors must be operated manually.*

Reference(s)

(o) *Refer to OpsProc 42-41-19A CRDC B04 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

(m) *Refer to Maintenance Procedure A350-A-42-41-XX-08ZZZ-560Z-A*

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42-41-19B CRDC B04 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) **(m)** May be inoperative for 3 consecutive calendar days provided that:

1) Only one other CRDC is failed in addition to CRDC B04 and is part of the authorized combinations as given in the associated (o) procedure, and
2) The yellow electric pump is deactivated, and
3) The green electric motor pump is operative, and
4) All green wheel brakes are operative, and
5) The green parking brake selector valve is operative, and
6) The affected yellow fire shut-off valve(s) is checked in the open position, and
7) The yellow hydraulic reservoir quantity is checked before each flight, and
8) The yellow hydraulic reservoir is manually bled before the first MEL dispatch.

Note: ***Notify Dispatch.***

Note: *The AFT and FWD cargo doors must be operated manually.*

Reference(s)

(o) *Refer to OpsProc 42-41-19B CRDC B04 inoperative combined with another CRDC inoperative (Exception B)*
(m) *Refer to Maintenance Procedure A350-A-42-41-XX-08ZZZ-560Z-A*

42-41-19	CRDC B04

Ident.: MI-42-41-00018845.0003001 / 05 APR 19

1 **Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

42-41-19A CRDC B04 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 3 consecutive calendar days provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) The yellow electric pump is considered inoperative.
Refer to Item 29-20-02 Yellow Electric Motor Pump

Note: ***Notify Dispatch.***

Note: *The AFT and FWD cargo doors must be operated manually.*

42-41-19B CRDC B04 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative for 3 consecutive calendar days provided that:

1) Only one other CRDC is failed in addition to CRDC B04 and is part of the authorized combinations as given in the associated (o) procedure, and

2) The yellow electric pump is considered inoperative.
Refer to Item 29-20-02 Yellow Electric Motor Pump

Note: ***Notify Dispatch.***

Note: *The AFT and FWD cargo doors must be operated manually.*

Reference(s)

(o) *Refer to OpsProc 42-41-19B CRDC B04 inoperative combined with another CRDC inoperative (Exception B)*

42-41-20 CRDC B05

Ident.: MI-42-41-00018846.0001001 / 05 FEB 19
Applicable to: ALL

42-41-20A CRDC B05 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

42-41-20B CRDC B05 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that only one other CRDC is failed in addition to CRDC B05 and is part of the authorized combinations as given in the associated (o) procedure.

Reference(s)

(o) *Refer to OpsProc 42-41-20B CRDC B05 inoperative combined with another CRDC inoperative (Exception B)*

42-41-21 CRDC B06

Ident.: MI-42-41-00018847.0001001 / 05 FEB 19
Applicable to: ALL

42-41-21A CRDC B06 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

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42-41-21B CRDC B06 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that only one other CRDC is failed in addition to CRDC B06 and is part of the authorized combinations as given in the associated (o) procedure.

Reference(s)

(o) *Refer to OpsProc 42-41-21B CRDC B06 inoperative combined with another CRDC inoperative (Exception B)*

42-41-22	**CRDC B07**

Ident.: MI-42-41-00018848.0003001 / 02 FEB 17
Applicable to: ALL

42-41-22A CRDC B07 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The AFT avionics internal access door is visually checked closed before each flight, and
3) Cabin door 4L lock monitoring is considered inoperative.
Refer to Item 52-71-02 Cabin Door Lock Monitoring

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-42-41-XX-06ZZZ-560Z-A*

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42-41-22B CRDC B07 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) (m) May be inoperative provided that:

1) Only one other CRDC is failed in addition to CRDC B07 and is part of the authorized combinations as given in the associated (o) procedure, and

2) The AFT avionics internal access door is visually checked closed before each flight, and

3) Cabin door 4L lock monitoring is considered inoperative.
Refer to Item 52-71-02 Cabin Door Lock Monitoring

Reference(s)

(o) *Refer to OpsProc 42-41-22B CRDC B07 inoperative combined with another CRDC inoperative (Exception B)*

(m) *Refer to Maintenance Procedure A350-A-42-41-XX-06ZZZ-560Z-A*

42-41-23	CRDC B08

Ident.: MI-42-41-00018849.0003001 / 02 FEB 17
Applicable to: ALL

42-41-23A CRDC B08 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 10 consecutive calendar days provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) F/O oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and

3) Cabin door 2R lock monitoring is considered inoperative.
Refer to Item 52-71-02 Cabin Door Lock Monitoring

Note: *On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.*

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Reference(s)

(o) *Refer to OpsProc 42-41-23A CRDC B08 inoperative and no other CRDC/CPIOM inoperative (Exception A)*
(m) *Refer to Maintenance Procedure A350-A-42-41-XX-0BZZZ-560Z-A*

42-41-23B CRDC B08 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) (m) May be inoperative provided that:

1) Only one other CRDC is failed in addition to CRDC B08 and is part of the authorized combinations as given in the associated (o) procedure, and
2) F/O oxygen pressure is checked by direct reading on the associated pressure gauge before each flight, and
3) Cabin door 2R lock monitoring is considered inoperative.
Refer to Item 52-71-02 Cabin Door Lock Monitoring

Note: *On ground, delay FWD cargo compartment loading as necessary to permit the access to the oxygen bottles.*

Reference(s)

(o) *Refer to OpsProc 42-41-23B CRDC B08 inoperative combined with another CRDC inoperative (Exception B)*
(m) *Refer to Maintenance Procedure A350-A-42-41-XX-0BZZZ-560Z-A*

42-41-24	CRDC B09

Ident.: MI-42-41-00018850.0003001 / 02 FEB 17
Applicable to: ALL

42-41-24A CRDC B09 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) Cabin door 3L lock monitoring is considered inoperative.
Refer to Item 52-71-02 Cabin Door Lock Monitoring

42-41-24B CRDC B09 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:

1) Only one other CRDC is failed in addition to CRDC B09 and is part of the authorized combinations as given in the associated (o) procedure, and

2) Cabin door 3L lock monitoring is considered inoperative.
Refer to Item 52-71-02 Cabin Door Lock Monitoring

Reference(s)

(o) *Refer to OpsProc 42-41-24B CRDC B09 inoperative combined with another CRDC inoperative (Exception B)*

42-41-25 CRDC B10

Ident.: MI-42-41-00018851.0001001 / 13 APR 16
Applicable to: ALL

42-41-25A CRDC B10 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

Note: ***Notify Dispatch.***

Note: *The AFT cargo door must be operated manually.*

42-41-25B CRDC B10 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that only one other CRDC is failed in addition to CRDC B10 and is part of the authorized combinations as given in the associated (o) procedure.

Note: ***Notify Dispatch.***

Note: *The AFT cargo door must be operated manually.*

Reference(s)

(o) *Refer to OpsProc 42-41-25B CRDC B10 inoperative combined with another CRDC inoperative (Exception B)*

42-41-26	CRDC B11

Ident.: MI-42-41-00018852.0001001 / 29 JUN 16
Applicable to: B-18901, B-18902

42-41-26A CRDC B11 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 3 consecutive calendar days provided that:

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The green electric pump is deactivated, and
3) The yellow electric motor pump is operative, and
4) All yellow wheel brakes are operative, and
5) The yellow parking brake selector valve is operative, and
6) The affected green fire shut-off valve(s) is checked in the open position, and
7) The green hydraulic reservoir level is visually checked before each flight, and
8) The green hydraulic reservoir is manually bled before the first MEL dispatch.

Reference(s)

(o) *Refer to OpsProc 42-41-26A CRDC B11inoperative and no other CRDC/CPIOM inoperative (Exception A)*
(m) *Refer to Maintenance Procedure A350-A-42-41-XX-0AZZZ-560Z-A*

42-41-26B CRDC B11 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) (m) May be inoperative for 3 consecutive calendar days provided that:

1) Only one other CRDC is failed in addition to CRDC B11 and is part of the authorized combinations as given in the associated (o) procedure, and
2) The green electric pump is deactivated, and
3) The yellow electric motor pump is operative, and
4) All yellow wheel brakes are operative, and
5) The yellow parking brake selector valve is operative, and
6) The affected green fire shut-off valve(s) is checked in the open position, and
7) The green hydraulic reservoir level is visually checked before each flight, and
8) The green hydraulic reservoir is manually bled before the first MEL dispatch.

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Reference(s)

(o) *Refer to OpsProc 42-41-26B CRDC B11 inoperative combined with another CRDC inoperative (Exception B)*
(m) *Refer to Maintenance Procedure A350-A-42-41-XX-0AZZZ-560Z-A*

42-41-26	**CRDC B11**

Ident.: MI-42-41-00018852.0003001 / 03 JAN 19
2 **Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

42-41-26A CRDC B11 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 3 consecutive calendar days provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) The green electric pump is considered inoperative.
Refer to Item 29-20-01 Green Electric Motor Pump

42-41-26B CRDC B11 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative for 3 consecutive calendar days provided that:
1) Only one other CRDC is failed in addition to CRDC B11 and is part of the authorized combinations as given in the associated (o) procedure, and
2) The green electric pump is considered inoperative.
Refer to Item 29-20-01 Green Electric Motor Pump

Reference(s)

(o) *Refer to OpsProc 42-41-26B CRDC B11 inoperative combined with another CRDC inoperative (Exception B)*

42-41-27	CRDC B12

Ident.: MI-42-41-00018853.0004001 / 20 MAR 19
Applicable to: ALL

42-41-27A CRDC B12 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative for 3 consecutive calendar days provided that:
1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and
2) Cabin door 3R lock monitoring is considered inoperative, and
Refer to Item 52-71-02 Cabin Door Lock Monitoring
3) Hot air valve pressure monitoring is considered inoperative.
Refer to Item 21-60-03 Hot Air Valve Pressure Regulation

Reference(s)

(o) *Refer to OpsProc 42-41-27A CRDC B12 inoperative and no other CRDC/CPIOM inoperative (Exception A)*

42-41-27B CRDC B12 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative for 3 consecutive calendar days provided that:
1) Only one other CRDC is failed in addition to CRDC B12 and is part of the authorized combinations as given in the associated (o) procedure, and
2) Cabin door 3R lock monitoring is considered inoperative, and
Refer to Item 52-71-02 Cabin Door Lock Monitoring
3) Hot air valve pressure monitoring is considered inoperative.
Refer to Item 21-60-03 Hot Air Valve Pressure Regulation

Reference(s)

(o) *Refer to OpsProc 42-41-27B CRDC B12 inoperative combined with another CRDC inoperative (Exception B)*

42-41-28	CRDC B13

Ident.: MI-42-41-00018854.0001001 / 13 APR 16
Applicable to: ALL

42-41-28A CRDC B13 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 10 consecutive calendar days provided that no other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page.

42-41-28B CRDC B13 inoperative combined with another CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that only one other CRDC or one other CPIOM is failed in addition to CRDC B13 and is part of the authorized combinations as given in the associated (o) procedure.

Reference(s)

(o) *Refer to OpsProc 42-41-28B CRDC B13 inoperative combined with another CRDC/CPIOM inoperative (Exception B)*

42-41-29	CRDC B14

Ident.: MI-42-41-00018855.0003001 / 02 FEB 17
Applicable to: ALL

42-41-29A CRDC B14 inoperative and no other CRDC/CPIOM inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative provided that;

1) No other CPIOM or CRDC dispatch messages are displayed on the DISPATCH page, and

2) Cabin door 4R lock monitoring is considered inoperative.
Refer to Item 52-71-02 Cabin Door Lock Monitoring

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42-41-29B CRDC B14 inoperative combined with another CRDC inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**No**

(o) May be inoperative provided that:

1) Only one other CRDC is failed in addition to CRDC B14 and is part of the authorized combinations as given in the associated (o) procedure, and

2) Cabin door 4R lock monitoring is considered inoperative.

Refer to Item 52-71-02 Cabin Door Lock Monitoring

Reference(s)

(o) *Refer to OpsProc 42-41-29B CRDC B14 inoperative combined with another CRDC inoperative (Exception B)*

44-01-02 LAVATORY OCCPD light

Ident.: MI-44-01-00013090.0001001 / 13 APR 16
Applicable to: ALL

44-01-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

44-01-04 MOBILE COM pb-sw OFF light

Ident.: MI-44-01-00020644.0001001 / 13 APR 16
Applicable to: ALL

44-01-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

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44-02-01 CALLS EMER pb CALL light

Ident.: MI-44-02-00013052.0001001 / 13 APR 16
Applicable to: ALL

44-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

44-02-02 CALLS EMER pb ON light

Ident.: MI-44-02-00013054.0001001 / 13 APR 16
Applicable to: ALL

44-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

44-02-31 CALLS ALL pb

Ident.: MI-44-02-00013055.0001001 / 13 APR 16
Applicable to: ALL

44-02-31A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-02-31A CALLS ALL pb*

44-02-32 CALLS EMER pb

Ident.: MI-44-02-00013059.0001001 / 13 APR 16
Applicable to: ALL

44-02-32A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-02-32A CALLS EMER pb*

44-02-33 CALLS FWD(MID)(EXIT)(AFT) pb

Ident.: MI-44-02-00013061.0001001 / 13 APR 16
Applicable to: ALL

44-02-33A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**Yes**

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-02-33A CALLS FWD(MID)(EXIT)(AFT) pb*

44-02-34 CALLS MECH CALL pb

Ident.: MI-44-02-00013082.0001001 / 13 APR 16
Applicable to: ALL

44-02-34A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

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Reference(s)

(o) *Refer to OpsProc 44-02-34A CALLS MECH pb*

44-02-35	CALLS PURS pb

Ident.: MI-44-02-00013088.0001001 / 13 APR 16
Applicable to: ALL

44-02-35A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-02-35A CALLS PURS pb*

44-02-36	CALLS FLT(CAB) REST pb

Ident.: MI-44-02-00013089.0003001 / 28 APR 23
Applicable to: ALL

44-02-36A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-02-36A CALLS REST pb*

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44-03-01 COMMAND pb-sw EVAC light

Ident.: MI-44-03-00013094.0001001 / 13 APR 16
Applicable to: ALL

44-03-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-03-01A COMMAND pb-sw EVAC light*

44-03-02 COMMAND pb-sw ON light

Ident.: MI-44-03-00013065.0001001 / 13 APR 16
Applicable to: ALL

44-03-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-03-02A COMMAND pb-sw ON light*

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44-04-01 SVCE INT OVRD pb ON light

Ident.: MI-44-04-00013072.0001001 / 13 APR 16
Applicable to: ALL

44-04-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

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44-10-01 CIDS Director

Ident.: MI-44-10-00013078.0001001 / 09 MAR 16
Applicable to: ALL

44-10-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(m) One may be inoperative for 70 consecutive calendar days.

Note: *Application of the maintenance procedure, to deactivate the failed CIDS Director, is only necessary in the case of disturbance of the CIDS function.*

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-44-11-XX-01ZZZ-560Z-A*

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44-11-01 DEU A

Ident.: MI-44-11-00013083.0004001 / 28 APR 23
Applicable to: ALL

44-11-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**42**	**–**	**No**

(o) One or more may be inoperative provided that the items associated with the failed DEU A are considered inoperative.
Refer to Item 33-26-01 Cabin Sign (No Smoking, Fasten Seat Belt, Return to Seat)
Refer to Item 33-26-02 Lavatory Sign (Return to Seat)
Refer to Item 33-26-03 Cabin Crew Rest Compartment Sign (No Smoking, Fasten Seat Belt)
Refer to Item 33-26-04 Flight Crew Rest Compartment Sign (No Smoking, Fasten Seat Belt)
Refer to Item 44-13-01 Lavatory Call
Refer to Item 44-13-02 Passenger Call
Refer to Item 44-14-01 Cabin Loudspeaker
Refer to Item 44-14-02 Lavatory Loudspeaker
Refer to Item 44-14-03 CRC Loudspeaker

Note: *The location of the affected area is indicated on the FAP System Info page.*

Reference(s)

(o) *Refer to OpsProc 44-11-01A DEU A*

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44-12-01 DEU B

Ident.: MI-44-12-00013092.0002001 / 13 APR 16
Applicable to: ALL

44-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**10**	**–**	**No**

(o) One or more may be inoperative provided that the items associated with the failed DEU B are considered inoperative.
Refer to Item 26-17-01 Lavatory Smoke Detection
Refer to Item 44-15-02 Cabin Handset
Refer to Item 44-15-03 CRC Handset
Refer to Item 44-18-01 Emergency Evacuation Signaling System
Refer to Item 44-18-02 Emergency Crew Alerting System
Refer to Item 44-19-04 Area Call Panel
Refer to Item 44-19-05 Attendant Indication Panel
Refer to Item 44-19-06 Additional Attendant Panel

Note: ***Notify Dispatch.***

Note: *The location of the affected area is indicated on the FAP System Info page.*

Reference(s)

(o) *Refer to OpsProc 44-12-01A DEU B*

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44-13-01 Lavatory Call

Ident.: MI-44-13-00013073.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

44-13-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**8**	**0**	**No**

One or more may be inoperative.

44-13-01 Lavatory Call

2 Ident.: MI-44-13-00013073.9000127 / 12 JAN 24
Applicable to: B-18919

44-13-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**9**	**0**	**No**

One or more may be inoperative.

44-13-02 Passenger Call

Ident.: MI-44-13-00013074.0001001 / 13 APR 16
Applicable to: ALL

44-13-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**4**	**0**	**No**

One or more may be inoperative.

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44-14-01	**Cabin Loudspeaker**

Ident.: MI-44-14-00013087.0001001 / 13 APR 16
Applicable to: ALL

44-14-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**31**	**–**	**Yes**

(o) One or more may be inoperative provided that no seat is occupied from which a passenger cannot clearly hear a passenger announcement.
Refer to Item 25-21-01 Passenger Seat

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 44-14-01A Cabin Loudspeaker*

44-14-02	**Lavatory Loudspeaker**

Ident.: MI-44-14-00013097.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

44-14-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**No**

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-14-02A Lavatory Loudspeaker*

44-14-02	**Lavatory Loudspeaker**

2 Ident.: MI-44-14-00013097.9000129 / 12 JAN 24
Applicable to: B-18919

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44-14-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**0**	**No**

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-14-02A Lavatory Loudspeaker*

44-14-03	CRC Loudspeaker

Ident.: MI-44-14-00013098.0001001 / 13 APR 16
Applicable to: ALL

44-14-03A Alternate procedure established and used

Repair interval	Nbr installed	Nbr required	Placard
C	**10**	**0**	**No**

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-14-03A CRC Loudspeaker*

44-14-03B Associated bed or seat not used

Repair interval	Nbr installed	Nbr required	Placard
D	**10**	**0**	**Yes**

One or more may be inoperative provided that the associated bed or seat is placarded "DO NOT OCCUPY" and is not used.
Refer to Item 25-50-01 Crew Rest Compartment Bunk Bed, or
Refer to Item 25-50-02 Flight Crew Rest Compartment Seat

Note: ***Notify Dispatch.***

44-15-01	Cockpit Handset

Ident.: MI-44-15-00013099.0001001 / 13 APR 16
Applicable to: ALL

44-15-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that the RMP is used for communication between the cockpit and the cabin.

44-15-02	Cabin Handset

Ident.: MI-44-15-00013100.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

44-15-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**4**	**Yes**

(o) One or more may be inoperative provided that one handset is operative at each pair of floor level exit doors.

Reference(s)

(o) *Refer to OpsProc 44-15-02A Cabin Handset*

44-15-02	Cabin Handset

2 Ident.: MI-44-15-00013100.9000130 / 12 JAN 24
Applicable to: B-18919

44-15-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**9**	**4**	**Yes**

(o) One or more may be inoperative provided that one handset is operative at each pair of floor level exit doors.

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Reference(s)

(o) *Refer to OpsProc 44-15-02A Cabin Handset*

44-15-03	CRC Handset

Ident.: MI-44-15-00013102.0001001 / 22 JAN 21
Applicable to: ALL

44-15-03A Company's procedures do not require its use

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

One or both may be inoperative provided that company's procedures do not require its use.

Note: ***Notify Dispatch.***

Note: *Refer to FOM/CCOM for crew duty and rest time limitation.*

44-15-03B Passenger address operative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative provided that:
1) The passenger address is operative in the affected crew rest compartment, and
2) Alternate procedures are established and used.

Reference(s)

(o) *Refer to OpsProc 44-15-03B CRC Handset*

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44-15-03C Affected CRC locked closed

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

One or both may be inoperative provided that the associated crew rest compartment is locked closed and is placarded "INOPERATIVE-DO NOT ENTER".

Note: ***Notify Dispatch.***

Note: *Refer to FOM/CCOM for crew duty and rest time limitation.*

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44-16-01 Prerecorded Announcement and Music Reproducer

Ident.: MI-44-16-00013103.0001001 / 13 APR 16
Applicable to: ALL

44-16-01A Alternate procedures established and used

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that alternate procedures are established and used.

Reference(s)

(o) *Refer to OpsProc 44-16-01A Prerecorded Annoucement and Music Reproducer (PRAM)*

44-16-01B Procedures do not require its use

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative provided that procedures do not require its use.

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44-17-01 Cabin Assignment Module

Ident.: MI-44-17-00013104.0001001 / 13 APR 16
Applicable to: ALL

44-17-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative or missing provided that the CAM is not needed for a cabin reconfiguration.

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44-18-01	Emergency Evacuation Signaling System

Ident.: MI-44-18-00013066.0001001 / 13 APR 16
Applicable to: ALL

44-18-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-18-01A Emergency Evacuation Signaling System*

44-18-02	Emergency Crew Alerting System

Ident.: MI-44-18-00013067.0001001 / 13 APR 16
Applicable to: ALL

44-18-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

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44-19-01 FAP Display Unit

Ident.: MI-44-19-00013068.0001001 / 13 APR 16
Applicable to: ALL

44-19-01A At least one operative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

One may be inoperative provided that at least one FAP display unit is operative.

44-19-01B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

Both may be inoperative.

44-19-02 EMER pb on the FAP Sub Panel

Ident.: MI-44-19-00013069.0001001 / 13 APR 16
Applicable to: ALL

44-19-02A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

One may be inoperative provided that at least one EMER pb is operative.

44-19-03 FAP Sub Panel

Ident.: MI-44-19-00013070.0001001 / 13 APR 16
Applicable to: ALL

44-19-03A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

One or both may be inoperative.

44-19-04	Area Call Panel

Ident.: MI-44-19-00013075.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

44-19-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**9**	**0**	**No**

One or more may be inoperative.

44-19-04	Area Call Panel

2 Ident.: MI-44-19-00013075.9000131 / 12 JAN 24
Applicable to: B-18919

44-19-04A

Repair interval	Nbr installed	Nbr required	Placard
D	**10**	**0**	**No**

One or more may be inoperative.

44-19-05	Attendant Indication Panel

Ident.: MI-44-19-00013076.0001001 / 13 APR 16
Applicable to: ALL

44-19-05A

Repair interval	Nbr installed	Nbr required	Placard
D	**10**	**0**	**No**

One or more may be inoperative.

44-19-06 Additional Attendant Panel

Ident.: MI-44-19-00013077.0001001 / 13 APR 16
Applicable to: ALL

44-19-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**4**	**0**	**No**

One or more may be inoperative.

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44-50-01 Cockpit Door Surveillance System (CDSS)

Ident.: MI-44-50-00013079.0001001 / 13 APR 16
Applicable to: ALL

44-50-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 44-50-01A Cockpit Door Surveillance System (CDSS)*

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46-01-01 OIS DATA TO AVNCS pb-sw OFF light

Ident.: MI-46-01-00017089.0001001 / 13 APR 16
Applicable to: ALL

46-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

46-01-02 OIS GATELINK pb-sw OFF light

Ident.: MI-46-01-00017090.0001001 / 13 APR 16
Applicable to: ALL

46-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

46-01-03 CAB DATA TO OIS pb-sw OFF light

Ident.: MI-46-01-00017091.0001001 / 13 APR 16
Applicable to: ALL

46-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

Intentionally left blank

46-02-01 GND CONNECTION pb-sw ON light

Ident.: MI-46-02-00017092.0001001 / 13 APR 16
Applicable to: ALL

46-02-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

Intentionally left blank

46-03-01 ACMS TRIGGER pb

Ident.: MI-46-03-00017093.0001001 / 13 APR 16
Applicable to: ALL

46-03-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

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46-10-01	Data Transfer between OIS and Avionics

Ident.: MI-46-10-00017087.0001001 / 13 APR 16
Applicable to: ALL

46-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that alternate procedures are established and used.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 46-10-01A Data Transfer between OIS and Avionics*

46-10-02	Redundancy on OIS AVNCS Server (ASFC)

Ident.: MI-46-10-00017088.0001001 / 13 APR 16
Applicable to: ALL

46-10-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

May be inoperative for 120 consecutive calendar days.

46-10-03	Redundancy on OIS CAB&MAINT Server (OSFC)

Ident.: MI-46-10-00017094.0001001 / 14 SEP 16
Applicable to: ALL

46-10-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**1**	**0**	**No**

(o) May be inoperative for 120 consecutive calendar days.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 46-10-03A Redundancy on OIS CAB&MAINT Server (OSFC)*

46-20-01	COMPANY COM

Ident.: MI-46-20-00017095.0001001 / 13 APR 16
Applicable to: ALL

46-20-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that alternate procedures are established and used.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 46-20-01A COMPANY COM*

46-20-02	EFB Docking Station

Ident.: MI-46-20-00017096.0001001 / 13 APR 16
Applicable to: ALL

46-20-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**Yes**

(o) One may be inoperative provided that alternate procedure is established and used.

Note: *Failure of the EFB Docking Station may result in the following:*

- *Loss of ability to display onside EFB applications on any DU.*
- *Loss of power supply to the Docking Station.*
- *Loss of connectivity with avionics.*

EFB applications remain operative provided laptop remains connected and powered.

Reference(s)

(o) *Refer to OpsProc 46-20-02A EFB Docking Station*

46-20-03	Flight Crew Applications

Ident.: MI-46-20-00017097.0001001 / 13 APR 16
Applicable to: ALL

46-20-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**0**	**No**

(o) One or more may be inoperative provided that alternate procedures are established and used.

Reference(s)

(o) *Refer to OpsProc 46-20-03A Flight Crew Applications*

46-20-04	OIS Keyboard

Ident.: MI-46-20-00017098.0001001 / 13 APR 16
Applicable to: ALL

46-20-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 46-20-04A OIS Keyboard*

46-20-05	Printer

Ident.: MI-46-20-00017099.0001001 / 22 JAN 21
Applicable to: ALL

46-20-05A Company's procedures do not require its use

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative provided that company's procedures do not require its use.

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46-20-05B Alternate procedures are established and used

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that alternate procedures are established and used.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 46-20-05B Printer*

46-20-06	Third EFB Stowage Box

Ident.: MI-46-20-00017172.0001001 / 13 APR 16

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

46-20-06D

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 46-20-06D Third EFB Stowage Box*

46-20-07	EFB

Ident.: MI-46-20-00022648.0001001 / 12 JAN 24

2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

3
46-20-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**No**

(o) One or more may be inoperative provided that the iPad EFB must be operative for each crewmember on duty.

Note: ***Notify Dispatch.***

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Reference(s)

(o) *Refer to OpsProc 46-20-07A EFB*

46-20-07	EFB

4 Ident.: MI-46-20-00022648.9000084 / 12 JAN 24
Applicable to: B-18919

5 **46-20-07A**

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative provided that the iPad EFB must be operative for each crewmember on duty.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 46-20-07A EFB*

46-20-08	AVNCS/EFB switch

Ident.: MI-46-20-00024097.0001001 / 19 MAY 17
Applicable to: ALL

46-20-08A OIS keyboard operative on the affected side(s)

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative provided that the associated OIS keyboard is operative.

Reference(s)

(o) *Refer to OpsProc 46-20-08A AVNCS/EFB switch (OIS keyboard operative)*

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46-20-08B OIS keyboard inoperative on the affected side(s)

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative provided that alternate procedures are established and used.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 46-20-08B AVNCS/EFB switch (OIS keyboard inoperative)*

46-20-09	**EFB Power Outlet**

Ident.: MI-46-20-00025520.0001001 / 22 JAN 21
Applicable to: ALL

46-20-09A Company's procedures do not require its use

Repair interval	Nbr installed	Nbr required	Placard
D	**3**	**0**	**Yes**

One or more may be inoperative provided that the company's procedures do not require its use.

46-20-09B Alternate procedures established and used

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

(o) One or more may be inoperative provided that alternate procedures are established and used.

Reference(s)

(o) *Refer to OpsProc 46-20-09B EFB Power Outlet*

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46-21-01	ATC Datalink

Ident.: MI-46-21-00011769.0001001 / 06 JUL 18
Applicable to: ALL

46-21-01A Procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that procedures do not require the use of the ATC datalink.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 46-21-01A ATC Datalink (procedures do not require ATC datalink)*

46-21-01B Procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that both HF are operative and used for ATC communication.

Note: ***Notify Dispatch.***

Note: *ATC datalink communications and RCP/RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 46-21-01B ATC Datalink (procedures require ATC datalink)*

46-21-02	ADS-C Datalink

Ident.: MI-46-21-00011772.0001001 / 06 JUL 18
Applicable to: ALL

46-21-02A Procedures do not require ADS-C datalink

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

(o) May be inoperative provided that procedures do not require the use of the ADS-C datalink.

Note: ***Notify Dispatch.***

Note: *RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 46-21-02A ADS-C Datalink (procedures do not require ADS-C datalink)*

46-21-02B Procedures require ADS-C datalink

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative provided that alternate procedures are established and used for position reporting.

Note: ***Notify Dispatch.***

Note: *RSP capabilities are not available.*

Reference(s)

(o) *Refer to OpsProc 46-21-02B ADS-C Datalink (procedures require ADS-C datalink)*

46-21-03	ATC MSG pb

Ident.: MI-46-21-00011773.0001001 / 06 JUL 18
Applicable to: ALL

46-21-03A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**Yes**

One may be inoperative.

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46-21-03B Both inoperative and procedures do not require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**Yes**

(o) Both may be inoperative provided that procedures do not require the use of the ATC datalink.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 46-21-03B ATC MSG pb*

46-21-03C Both inoperative and procedures require ATC datalink

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

(o) Both may be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 46-21-03C ATC MSG pb*

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46-25-01 OIS Display

Ident.: MI-46-25-00011649.0001001 / 13 APR 16
Applicable to: ALL

46-25-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 46-25-01A OIS Display*

46-25-02 OIS Display on the OUTER DU

Ident.: MI-46-25-00011651.0001001 / 13 APR 16
Applicable to: ALL

46-25-02A OIS ON CENTER pb-sw operative on the affected side

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative provided that the OIS ON CENTER pb-sw is operative on the affected side.

Reference(s)

(o) *Refer to OpsProc 46-25-02A OIS Display on the OUTER DU*

46-25-02B OIS ON CENTER pb-sw inoperative on the affected side

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

One or both may be inoperative provided that the OIS display is considered inoperative on the affected side.
Refer to Item 46-25-01 OIS Display

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46-30-01	Maintenance Applications

Ident.: MI-46-30-00017101.0001001 / 13 APR 16
Applicable to: ALL

46-30-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**6**	**0**	**No**

(o) One or more may be inoperative.

Reference(s)

(o) *Refer to OpsProc 46-30-01A Maintenance Applications*

46-30-02	OMT

Ident.: MI-46-30-00017102.0001001 / 13 APR 16
Applicable to: ALL

46-30-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

Intentionally left blank

46-40-01 Cabin Applications

Ident.: MI-46-40-00017103.0001001 / 13 APR 16
Applicable to: ALL

46-40-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative.

Intentionally left blank

46-50-01 SPP

Ident.: MI-46-50-00017104.0001001 / 13 APR 16
Applicable to: ALL

46-50-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

Intentionally left blank

47-10-01 Fuel Inerting System

Ident.: MI-47-10-00011791.0001001 / 05 FEB 19
Applicable to: ALL

47-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

Intentionally left blank

49-01-01 APU MASTER SW pb-sw FAULT light

Ident.: MI-49-01-00017105.0001001 / 13 APR 16
Applicable to: ALL

49-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

49-01-02 APU MASTER SW pb-sw ON light

Ident.: MI-49-01-00017106.0001001 / 13 APR 16
Applicable to: ALL

49-01-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 49-01-02A APU MASTER SW pb-sw ON light*

49-01-03 APU START pb ON light

Ident.: MI-49-01-00017107.0001001 / 13 APR 16
Applicable to: ALL

49-01-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

49-01-04 APU START pb AVAIL light

Ident.: MI-49-01-00017108.0001001 / 13 APR 16
Applicable to: ALL

49-01-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

49-02-01 APU ECON MODE pb ON light

Ident.: MI-49-02-00017109.0001001 / 13 APR 16
Applicable to: ALL

49-02-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

49-02-31 APU ECON MODE pb

Ident.: MI-49-02-00017110.0001001 / 13 APR 16
Applicable to: ALL

49-02-31A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**Yes**

May be inoperative.

Intentionally left blank

49-07-01 APU GEN Indications on the APU SD page

Ident.: MI-49-07-00017111.0001001 / 13 APR 16
Applicable to: ALL

49-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**No**

One or more indications (load, voltage, frequency) of the APU GEN may be inoperative on the APU SD page.

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49-09-01	APU DUAL POWER SUPPLY Message

Ident.: MI-49-09-00017117.0001001 / 13 APR 16
Applicable to: ALL

49-09-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page.

49-09-02	APU OIL FILTER Message

Ident.: MI-49-09-00017118.0001001 / 13 APR 16
Applicable to: ALL

49-09-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

May be displayed on the DISPATCH page.

Intentionally left blank

49-10-01 APU Power Plant

Ident.: MI-49-10-00013900.0002001 / 19 JUL 19
Applicable to: ALL

49-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 49-10-01A APU Power Plant*

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49-16-01 APU Air-Intake Flap

Ident.: MI-49-16-00017120.0001001 / 01 JUL 22
Applicable to: ALL

49-16-01A Deactivated With APU FLAP Angle at 20°

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that the air-intake flap of the APU is deactivated in the open position.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 49-16-01A APU Air-Intake Flap deactivated with APU flap angle at 20 degrees*
(m) *Refer to Maintenance Procedure A350-A-49-16-XX-01ZZZ-560Z-A*

49-16-01B Inoperative in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative in the closed position provided that the APU is considered inoperative.
Refer to Item 49-10-01 APU Power Plant

Note: ***Notify Dispatch.***

49-16-01C Deactivated in the closed position

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(m) May be inoperative provided that:
1) The air-intake flap of the APU is deactivated in the closed position, and
2) The APU is considered inoperative.
Refer to Item 49-10-01 APU Power Plant

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-49-16-XX-02ZZZ-560Z-A*

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49-16-01D Inoperative With APU FLAP Angle at or above 17°

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) **(m)** One may be inoperative provided that:

1) The air-intake flap angle is checked at or above 17 °, and
2) The air-intake flap is disabled in the open position, and
3) The APU is not used in flight and placarded accordingly, and
4) Appropriate performance adjustments are applied.

<u>Note:</u> ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 49-16-01D APU Air-Intake Flap inoperative with APU flap angle at or above 17 degrees*
(m) *Refer to Maintenance Procedure A350-A-49-16-XX-03ZZZ-560Z-A*

49-16-01E Inoperative With APU FLAP Angle Below 17°

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) **(m)** One may be inoperative provided that:

1) The air-intake flap angle is checked below 17 °, and
2) The APU is considered inoperative, and
Refer to Item 49-10-01 APU Power Plant
3) Appropriate performance adjustments are applied.

<u>Note:</u> ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 49-16-01E APU Air-Intake Flap inoperative with APU flap angle below 17 degrees*
(m) *Refer to Maintenance Procedure A350-A-49-16-XX-03ZZZ-560Z-A*

49-40-01 APU Starter Power Unit

Ident.: MI-49-40-00017121.0001001 / 13 APR 16
Applicable to: ALL

49-40-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 49-40-01A APU Starter Power Unit*

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49-62-01	APU SHUT OFF sw (Nose L/G Panel)

Ident.: MI-49-62-00017122.0001001 / 13 APR 16
Applicable to: ALL

49-62-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 49-62-01A APU SHUT OFF sw (Nose L/G Panel)*

49-62-02	APU EMERGENCY SHUTDOWN sw (External REFUEL Panel)

Ident.: MI-49-62-00017125.0001001 / 13 APR 16
Applicable to: ALL

49-62-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 49-62-02A APU EMERGENCY SHUTDOWN sw (External REFUEL Panel)*

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49-90-01 APU Oil Level Sensor

Ident.: MI-49-90-00017126.0001001 / 04 MAY 16
Applicable to: ALL

49-90-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(m) May be inoperative provided that the APU oil quantity is visually checked.

Note: Application of the maintenance procedure, to check the APU oil quantity is only necessary if any other MEL item requires the APU to be operative for the intended flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-49-91-XX-00ZZZ-560Z-A*

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50-10-01	Decompression Panel in FWD Cargo Compartment

Ident.: MI-50-10-00011963.0001001 / 06 JUL 18
Applicable to: ALL

50-10-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**26**	**0**	**No**

One or more may be damaged or missing provided that:

1) The FWD cargo compartment is empty or does not contain flammable or combustible materials, and

2) The decompression panels of the separation between the FWD cargo compartment and the avionics bay are not damaged and not missing.

Note: ***Notify Dispatch.***

50-10-02	Decompression Panel in AFT/BULK Cargo Compartment

Ident.: MI-50-10-00022875.0001001 / 13 APR 16
Applicable to: ALL

50-10-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**22**	**0**	**No**

One or more may be damaged or missing provided that the AFT and BULK cargo compartments are empty or do not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

50-10-03	Lining Panels in the FWD Lower Deck Cargo Compartment

Ident.: MI-50-10-00011991.0001001 / 11 MAR 22
Applicable to: ALL

Note: *The lining panels covered by this MEL item include the ceiling panels, sidewall panels, partition panels (including tarpaulin), cargo door panels, and actuator panel.*

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50-10-03A Damaged lining panel

Repair interval	Nbr installed	Nbr required	Placard
C	**45**	**0**	**No**

One or more may be damaged provided that:

1) The FWD lower deck cargo compartment is empty or does not contain flammable or combustible materials, and

2) The lining panels of the separation (except the tarpaulin) between the FWD lower deck cargo compartment and the avionics bay are not damaged.

Note: ***Notify Dispatch.***

50-10-03B Missing lining panel

Repair interval	Nbr installed	Nbr required	Placard
C	**45**	**0**	**No**

One or more may be missing provided that:

1) The FWD lower deck cargo compartment is empty, and

2) The lining panels of the separation (except the tarpaulin) between the FWD lower deck cargo compartment and the avionics bay are not damaged and not missing.

Note: ***Notify Dispatch.***

50-10-04	Lining Panels in the AFT and BULK Lower Deck Cargo Compartment

Ident.: MI-50-10-00022876.0001001 / 11 MAR 22
Applicable to: ALL

Note: The lining panels covered by this MEL item include the ceiling panels, sidewall panels, partition panels (including tarpaulin), cargo door panels, and actuator panel.

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50-10-04A Damaged lining panel

Repair interval	Nbr installed	Nbr required	Placard
C	**42**	**0**	**No**

One or more may be damaged provided that the AFT and BULK lower deck cargo compartments are empty or do not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

50-10-04B Missing lining panel

Repair interval	Nbr installed	Nbr required	Placard
C	**42**	**0**	**No**

One or more may be missing provided that the AFT and BULK lower deck cargo compartments are empty.

Note: ***Notify Dispatch.***

50-10-05	**Pressure Compensation Valve in FWD Cargo Compartment**

Ident.: MI-50-10-00011993.0001001 / 13 APR 16
Applicable to: ALL

50-10-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative in the open position provided that the FWD cargo compartment is empty or does not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

50-10-06 Pressure Compensation Valve in AFT/BULK Cargo Compartment

Ident.: MI-50-10-00022878.0001001 / 13 APR 16
Applicable to: ALL

50-10-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative in the open position provided that the AFT and BULK cargo compartments are empty or do not contain flammable or combustible materials.

Note: ***Notify Dispatch.***

50-10-07 Protection Panels of Decompression Panels at the Lining Panels in the Bulk Cargo Compartment

Ident.: MI-50-10-00025964.0001001 / 28 APR 23
Applicable to: ALL

50-10-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**6**	**0**	**No**

(m) One or more may be damaged provided that:
1) The affected protection panel is removed, and
2) Bulk loading is not permitted in the section between the affected protection panel and the closest divider net.

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-50-13-XX-00ZZZ-560Z-A*

50-20-01	Cargo Semiautomatic Loading System

Ident.: MI-50-20-00011951.0001001 / 01 JUL 22
Applicable to: ALL

50-20-01A

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**–**	**No**

Refer to the company Weight and Balance procedure, and Ground Operations Manual (GOM) is observed.

Note: ***Notify Dispatch.***

Note: *Any portion of system(s) that operates normally may be used.*

50-20-02	Cargo Compartment Mechanical Components (Latch, Net, Transport Roller and Entrance Guide)

Ident.: MI-50-20-00011952.0001001 / 13 APR 16
Applicable to: ALL

50-20-02A Associated cargo compartment in used

Repair interval	Nbr installed	Nbr required	Placard
D	**–**	**–**	**No**

May be inoperative or missing provided that acceptable cargo loading limits from Ground Operations Manual (GOM) is observed.

Note: ***Notify Dispatch.***

Note: *The maintenance must inform dispatch that the number and location of inoperative mechanical components.*

50-20-02B Associated cargo compartment not used

Repair interval	Nbr installed	Nbr required	Placard
C	**–**	**–**	**No**

May be inoperative or missing provided that associated cargo compartment remains empty.

Note: ***Notify Dispatch.***

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52-01-01	CKPT DOOR LOCKG SYS pb-sw OFF light

Ident.: MI-52-01-00014586.0001001 / 13 APR 16
Applicable to: ALL

52-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

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52-07-01	Cabin Door Position Detection on the DOOR/OXYGEN SD page

Ident.: MI-52-07-00014599.0001001 / 13 APR 16
Applicable to: ALL

52-07-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**0**	**No**

(o) One or more may be inoperative provided that:

1) ETOPS is not conducted, and
2) The associated cabin door is visually checked closed, latched and locked, and
3) The flight is not pressurized, and
4) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 52-07-01A Cabin Door Position Detection on the DOOR/OXYGEN SD page*

52-07-02	Cargo Door Position Detection on the DOOR/OXYGEN SD page

Ident.: MI-52-07-00014605.0001001 / 13 APR 16
Applicable to: ALL

52-07-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**3**	**0**	**No**

(o) (m) One or more may be inoperative provided that:

1) ETOPS is not conducted, and
2) The associated cargo door is visually checked closed, latched and locked before each flight, and
3) The flight is not pressurized, and
4) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

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Reference(s)

(o) *Refer to OpsProc 52-07-02A Cargo Door Position Detection on the DOOR/OXYGEN SD page*
(m) *Refer to Maintenance Procedure A350-A-52-33-XX-01ZZZ-560Z-A*

52-07-03	Escape Hatch Position Detection on the DOOR/OXYGEN SD page

Ident.: MI-52-07-00014618.0001001 / 13 APR 16
Applicable to: ALL

52-07-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that the escape hatch is visually checked closed and latched before each flight.

Reference(s)

(o) *Refer to OpsProc 52-07-03A Escape Hatch Position Detection on the DOOR/OXYGEN SD page*
(m) *Refer to Maintenance Procedure A350-A-52-21-74-00ZZZ-560Z-A*

52-07-04	External Avionics Door Position Detection on the DOOR/OXYGEN SD page

Ident.: MI-52-07-00014625.0001001 / 13 APR 16
Applicable to: ALL

52-07-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

(o) (m) May be inoperative provided that the external avionics door is visually checked closed and latched before each flight.

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Reference(s)

(o) *Refer to OpsProc 52-07-04A External Avionics Door Position Detection on the DOOR/OXYGEN SD page*

(m) *Refer to Maintenance Procedure A350-A-52-41-73-00ZZZ-560Z-A*

52-07-05	**Internal Avionics Door Position Detection on the DOOR/OXYGEN SD page**

Ident.: MI-52-07-00014629.0001001 / 13 APR 16
Applicable to: ALL

52-07-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the associated internal avionics door is visually checked closed before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-52-71-XX-00ZZZ-560Z-A*

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52-10-01	**Cabin Door**

Ident.: MI-52-10-00011922.0001001 / 09 SEP 22
Applicable to: ALL

52-10-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

(o) (m) One may be inoperative or one slide missing for 1 flight day provided that:

1) All other cabin doors are fully operational, and
2) Affected door is not used for passenger loading, and
3) A conspicuous barrier strap or rope and a placard stating that the door is inoperative shall be placed across the inoperative door, and
4) Emergency exit signs and floor proximity lights associated with the inoperative exit must be covered to obscure the signs and lights, and
5) Passengers must be briefed not to use the affected door, and
6) All passenger seats halfway to the next exit in each direction from the inoperative door, across the entire width of the airplane, shall be blocked-off with conspicuous tapes or ropes that contrast with the interior prior to loading passengers. Only the seats in these areas shall be blocked; main passenger aisles, cross aisles, and exit areas must not be blocked. (For an inoperative forward door/slide, the blocked seating area shall extend from the forward cabin end, rearward to a line halfway between the inoperative forward door and the next set of doors aft of the inoperative one. For an inoperative rear door/slide, the blocked seating area shall extend forward from the aft cabin end to a line halfway between the inoperative door and the next set of doors forward of the inoperative one), and
7) Conspicuous signs and placards shall be placed in appropriate locations indicating these seats are not to be occupied by passengers, and
8) Seating capacity must not exceed the rated capacity of the remaining pairs of exits, and
9) For extended range/overwater operations, occupancy shall not exceed the normal rated capacity of the slide/rafts, or the remaining slide/rafts, or the rated overload capacity of the slide/rafts remaining after loss of one additional slide/rafts of greatest capacity, whichever is least, and

Note: ***Notify Dispatch.***

Note: *Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.*

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Note: *Cabin attendants may be stationed in the vicinity of each door within blocked areas.*

Note: *Maintenance Procedures*

- *Cover the emergency exit sign of the inoperative door so that it is not visible.*
- *Cover or otherwise obscure the floor proximity emergency escape path marking system lights associated with the inoperative door.*
- *Block unusable passenger seats with conspicuous tape or ropes and placard "DO NOT OCCUPY".*

Reference(s)

(o) *Refer to OpsProc 52-10-01A Cabin Door*
(m) *Refer to Maintenance Procedure A350-A-52-1X-XX-01ZZZ-560Z-A*

52-10-02	Cabin Door Damper Function

Ident.: MI-52-10-00018978.0001001 / 13 APR 16
Applicable to: ALL

52-10-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**Yes**

One or more may be inoperative.

52-10-03 Cabin Door Emergency Opening Function

Ident.: MI-52-10-00014597.0001001 / 13 APR 16
Applicable to: ALL

52-10-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

One may be inoperative provided that the associated cabin door is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

52-10-04 Cabin Door LOCKED/UNLOCKED Flag

Ident.: MI-52-10-00014601.0001001 / 13 APR 16
Applicable to: ALL

52-10-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**16**	**8**	**Yes**

(m) One per cabin door may be inoperative provided that:

1) The associated cabin door is visually checked closed, latched and locked, before the first MEL dispatch and then each time this cabin door is opened, and
2) The associated cabin door lock monitoring is operative, and
3) The associated cabin door position detection is operative.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-52-1X-XX-02ZZZ-560Z-A*

52-10-05	Cabin Door Stay Mechanism (Gust Lock Function)

Ident.: MI-52-10-00014607.0001001 / 13 APR 16
Applicable to: ALL

52-10-05A

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

One may be inoperative provided that the associated cabin door is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

52-10-06	Cabin Door Stop Fitting

Ident.: MI-52-10-00014611.0001001 / 27 DEC 19
Applicable to: ALL

52-10-06A

Repair interval	Nbr installed	Nbr required	Placard
A	**112**	**104**	**No**

(o) (m) One per cabin door may be damaged provided that:
1) ETOPS is not conducted, and
2) The other stop fittings of the affected door have no damage, and
3) The flight is not pressurized, and
4) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 52-10-06A Cabin Door Stop Fitting*
(m) *Refer to Maintenance Procedure A350-A-52-1X-XX-00ZZZ-560Z-A*

52-30-01 AFT(FWD) Cargo Door

Ident.: MI-52-30-00014613.0001001 / 02 FEB 17
Applicable to: ALL

52-30-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative in the closed, latched and locked position provided that:

1) The associated cargo door is visually checked closed, latched and locked after each attempt to open it, and

2) The associated cargo door is indicated closed, latched and locked on the DOOR/OXYGEN SD page.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-52-33-XX-01ZZZ-560Z-A*

52-30-02 BULK Cargo Door

Ident.: MI-52-30-00018979.0001001 / 13 APR 16
Applicable to: ALL

52-30-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative in the closed, latched and locked position provided that the BULK cargo door is indicated closed, latched and locked on the DOOR/OXYGEN SD page.

52-30-03	AFT(FWD) Cargo Door Actuation

Ident.: MI-52-30-00014616.0001001 / 13 APR 16
Applicable to: ALL

52-30-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(m) One or both may be inoperative provided that the associated cargo door is manually operated.

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-52-33-XX-02ZZZ-560Z-A*

52-30-04	AFT(FWD) Cargo Door Latching Mechanism

Ident.: MI-52-30-00014637.0001001 / 27 DEC 19
Applicable to: ALL

52-30-04A

Repair interval	Nbr installed	Nbr required	Placard
A	**16**	**14**	**No**

(o) (m) One may be damaged on each AFT(FWD) cargo door provided that:

1) ETOPS is not conducted, and
2) The other latching mechanisms of the affected cargo door have no damage, and
3) All the hinge lugs of the affected cargo door have no damage, and
4) The flight is not pressurized, and
5) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Note: *A latching mechanism has one hook, one spool, one bolt, one washer and a core connecting link. A latching mechanism is damaged when any of its component is damaged.*

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Reference(s)

(o) *Refer to OpsProc 52-30-04A AFT(FWD) Cargo Door Latching Mechanism*
(m) *Refer to Maintenance Procedure A350-A-52-33-XX-00ZZZ-560Z-A*

52-30-05	**BULK Cargo Door Balance Mechanism**

Ident.: MI-52-30-00014621.0001001 / 13 APR 16
Applicable to: ALL

52-30-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that the BULK cargo door is placarded to inform ground personnel that the door is not correctly counter balanced.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 52-30-05A BULK Cargo Door Balance Mechanism*

52-30-06	**BULK Cargo Door Stop Fitting**

Ident.: MI-52-30-00014624.0001001 / 27 DEC 19
Applicable to: ALL

52-30-06A

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**No**

(o) **(m)** One may be damaged provided that:
1) ETOPS is not conducted, and
2) The other stop fittings have no damage, and
3) The flight is not pressurized, and
4) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

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Reference(s)

(o) *Refer to OpsProc 52-30-06A BULK Cargo Door Stop Fitting*
(m) *Refer to Maintenance Procedure A350-A-52-33-73-03ZZZ-560Z-A*

52-51-01	Cockpit Door Locking System (CDLS)

Ident.: MI-52-51-00015922.0001001 / 22 JAN 21
Applicable to: ALL

52-51-01A

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that:

1) The cockpit door locking system is deactivated, and
2) The cockpit door is secured closed for takeoff and landing, and
3) Alternate procedures are established and used to secure and to access to the cockpit during the flight in accordance with the company's security policy, and
4) The interphone system between the cabin and the cockpit is operative.

Reference(s)

(o) *Refer to OpsProc 52-51-01A Cockpit Door Locking System (CDLS)*
(m) *Refer to Maintenance Procedure A350-A-52-51-12-00ZZZ-560Z-A*

52-51-02	Cockpit Door Keypad

Ident.: MI-52-51-00014609.0001001 / 13 APR 16
Applicable to: ALL

52-51-02A

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that the cockpit door keypad is deactivated.

Reference(s)

(o) *Refer to OpsProc 52-51-02A Cockpit Door Keypad*
(m) *Refer to Maintenance Procedure A350-A-52-51-47-00ZZZ-560Z-A*

52-51-03 Cockpit Door Keypad LED

Ident.: MI-52-51-00014614.0001001 / 13 APR 16
Applicable to: ALL

52-51-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**3**	**0**	**Yes**

(o) One or more may be inoperative provided that alternate procedures are established and used.

Reference(s)

(o) *Refer to OpsProc 52-51-03A Cockpit Door Keypad LED*

52-51-04 Cockpit Door Release Strike

Ident.: MI-52-51-00014617.0001001 / 13 APR 16
Applicable to: ALL

52-51-04A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**3**	**2**	**No**

(o) (m) One may be inoperative.

<u>Note:</u> *Application of the maintenance procedure is only necessary when the cockpit door release strike is failed in the locked position.*

Reference(s)

(o) *Refer to OpsProc 52-51-04A Cockpit Door Release Strike*
(m) *Refer to Maintenance Procedure A350-A-52-51-55-00ZZZ-560Z-A*

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52-51-04B Two or more inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**3**	**0**	**No**

(o) (m) Two or more may be inoperative provided that the CDLS is considered inoperative.
Refer to Item 52-51-01 Cockpit Door Locking System (CDLS)

Note: *Application of the maintenance procedure is only necessary when the cockpit door release strike is failed in the locked position.*

Reference(s)

(o) *Refer to OpsProc 52-51-04B Cockpit Door Release Strike*
(m) *Refer to Maintenance Procedure A350-A-52-51-55-01ZZZ-560Z-A*

52-51-05	Cockpit Door Controller Sensor

Ident.: MI-52-51-00014623.0001001 / 13 APR 16
Applicable to: ALL

52-51-05A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**1**	**No**

One may be inoperative.

52-51-05B Both inoperative

Repair interval	Nbr installed	Nbr required	Placard
B	**2**	**0**	**No**

Both may be inoperative provided that the CDLS is considered inoperative.
Refer to Item 52-51-01 Cockpit Door Locking System (CDLS)

52-51-06 Cockpit Door Deadbolt

Ident.: MI-52-51-00014626.0001001 / 13 APR 16
Applicable to: ALL

52-51-06A

Repair interval	Nbr installed	Nbr required	Placard
D	**1**	**0**	**No**

May be inoperative.

52-51-07 Cockpit Door Decompression Deceleration Device

Ident.: MI-52-51-00014632.0001001 / 19 DEC 16
Applicable to: ALL

52-51-07A Fourth cockpit seat available

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative.

Reference(s)

(o) *Refer to OpsProc 52-51-07A Cockpit Door Decompression Deceleration Device*

52-51-07B Fourth cockpit seat not occupied

Repair interval	Nbr installed	Nbr required	Placard
D	**2**	**0**	**No**

One or both may be inoperative provided that the fourth cockpit seat is considered inoperative.
Refer to Item 25-13-01 Fourth Occupant Seat

Note: ***Notify Dispatch.***

52-53-01 CKPT DOOR FAULT light

Ident.: MI-52-53-00014589.0001001 / 13 APR 16
Applicable to: ALL

52-53-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative.

52-53-02 CKPT DOOR OPEN light

Ident.: MI-52-53-00014590.0001001 / 13 APR 16
Applicable to: ALL

52-53-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 52-53-02A CKPT DOOR OPEN light*

52-53-03 LOCK Function of the CKPT DOOR sw

Ident.: MI-52-53-00014596.0001001 / 13 APR 16
Applicable to: ALL

52-53-03A

Repair interval	Nbr installed	Nbr required	Placard
B	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that the cockpit door keypad is deactivated.

Reference(s)

(o) *Refer to OpsProc 52-53-03A LOCK Function of the CKPT DOOR sw*
(m) *Refer to Maintenance Procedure A350-A-52-51-47-00ZZZ-560Z-A*

52-53-04	UNLOCK Function of the CKPT DOOR sw

Ident.: MI-52-53-00014603.0001001 / 13 APR 16
Applicable to: ALL

52-53-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative.

Reference(s)

(o) *Refer to OpsProc 52-53-04A UNLOCK Function of the CKPT DOOR sw*

52-71-01	Door Position Monitoring Redundancy

Ident.: MI-52-71-00014585.0001001 / 13 APR 16
Applicable to: ALL

52-71-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

Note: ***Notify Dispatch.***

Note: *If automatic operation is affected, the AFT and FWD cargo doors must be operated manually.*

52-71-02	Cabin Door Lock Monitoring

Ident.: MI-52-71-00014591.0001001 / 13 APR 16
Applicable to: ALL

52-71-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**No**

(o) One on each cabin door may be inoperative provided that the associated cabin door is checked closed, latched and locked.

Reference(s)

(o) *Refer to OpsProc 52-71-02A Cabin Door Lock Monitoring*

52-71-03	Door and Cabin Pressure Communication Redundancy

Ident.: MI-52-71-00014633.0001001 / 13 APR 16
Applicable to: ALL

52-71-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**No**

May be inoperative.

52-71-04	Door Residual Differential Pressure Detection

Ident.: MI-52-71-00014635.0001001 / 13 APR 16
Applicable to: ALL

52-71-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) May be inoperative provided that:

1) All the CABIN PRESSURE lights on cabin doors are placarded "INOPERATIVE", and

2) The cabin differential pressure is checked on the CAB PRESS SD page before the opening of any cabin door or cargo door.

Note: The placard should be visible from the inside and from the outside of the aircraft.

Reference(s)

(o) *Refer to OpsProc 52-71-04A Door Residual Differential Pressure Detection*

52-71-05	CABIN PRESSURE light on Cabin Door

Ident.: MI-52-71-00014638.0001001 / 13 APR 16
Applicable to: ALL

52-71-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**Yes**

(o) One or more may be inoperative provided that the cabin differential pressure is checked on the CAB PRESS SD page before the opening of the associated cabin door.

Note: The placard should be visible from the inside and from the outside of the aircraft.

Reference(s)

(o) *Refer to OpsProc 52-71-05A CABIN PRESSURE light on Cabin Door*

52-71-06	CABIN PRESSURE light on Cargo Door

Ident.: MI-52-71-00014641.0001001 / 13 APR 16
Applicable to: ALL

52-71-06A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**No**

(o) One or both may be inoperative provided that the cabin differential pressure is checked on the CAB PRESS SD page before the opening of the associated cargo door.

Reference(s)

(o) *Refer to OpsProc 52-71-06A CABIN PRESSURE light on Cargo Door*

52-71-07	Cabin Pressure Buzzer on Cabin Door

Ident.: MI-52-71-00014642.0001001 / 13 APR 16
Applicable to: ALL

52-71-07A

Repair interval	Nbr installed	Nbr required	Placard
C	**8**	**0**	**No**

One or more may be inoperative.

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56-10-01 Front Windshield External Layer (Outer Ply)

Ident.: MI-56-10-00013713.0001001 / 11 JAN 19
Applicable to: ALL

Note: *A cockpit window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative. However, the vision through this cockpit window must be acceptable to the flight crew.*

56-10-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) The external layer (outer ply) of one front windshield may be cracked for 10 flights provided that:

1) The associated front windshield heating is deactivated, and
2) The visibility through the affected front windshield is acceptable to the flight crew, and
3) The aircraft is not operated in known or forecast icing conditions along the intended flight route, and
4) CAT II/III operations are not allowed when CM1 side is affected.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 56-10-01A Front Windshield External Layer (Outer Ply)*
(m) *Refer to Maintenance Procedure A350-A-56-1X-XX-00ZZZ-560Z-A*

56-10-02 Lateral Window External Layer (Outer Ply)

Ident.: MI-56-10-00013714.0001001 / 11 JAN 19
Applicable to: ALL

Note: *A cockpit window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative. However, the vision through this cockpit window must be acceptable to the flight crew.*

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56-10-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

The external layer (outer ply) of one or two lateral windows may be cracked for 10 flights provided that:

1) The visibility through the affected lateral window is acceptable to the flight crew, and
2) The aft window on the affected side is not cracked.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

56-10-03	Aft Window External Layer (Outer Ply)

Ident.: MI-56-10-00013715.0001001 / 11 JAN 19
Applicable to: ALL

Note: *A cockpit window with permitted minor damages (as described in the appropriate inspection procedure) is considered operative. However, the vision through this cockpit window must be acceptable to the flight crew.*

56-10-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

The external layer (outer ply) of one or two aft windows may be cracked for 10 flights provided that:

1) The visibility through the affected aft window is acceptable to the flight crew, and
2) The lateral window on the affected side is not cracked.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

56-20-01	Cabin Window

Ident.: MI-56-20-00013716.0001001 / 27 DEC 19

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

Note: *A cabin window with permitted minor damages (as described in the MP A350-A-56-31-XX-00001-310A-A - Detailed Inspection of Cabin Window Panes, Door Window Panes and Dummy Window Panels) is considered operative.*

56-20-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**116**	**0**	**No**

(o) One or more may be cracked provided that:

1) ETOPS is not conducted, and

2) The flight is not pressurized, and

3) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 56-20-01A Cabin Windows*

56-20-01	Cabin Window

2 Ident.: MI-56-20-00013716.9000132 / 12 JAN 24

Applicable to: B-18919

Note: *A cabin window with permitted minor damages (as described in the MP A350-A-56-31-XX-00001-310A-A - Detailed Inspection of Cabin Window Panes, Door Window Panes and Dummy Window Panels) is considered operative.*

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56-20-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**106**	**0**	**No**

(o) One or more may be cracked provided that:
1) ETOPS is not conducted, and
2) The flight is not pressurized, and
3) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Reference(s)

(o) *Refer to OpsProc 56-20-01A Cabin Windows*

56-30-01	Cabin Door Window

Ident.: MI-56-30-00013717.0001001 / 27 DEC 19
Applicable to: ALL

Note: A cabin door window with permitted minor damages (as described in the MP A350-A-56-31-XX-00001-310A-A - Detailed Inspection of Cabin Window Panes, Door Window Panes and Dummy Window Panels) is considered operative.

56-30-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**0**	**No**

(o) One or more may be cracked provided that:
1) ETOPS is not conducted, and
2) The flight is not pressurized, and
3) The flight is conducted unpressurized for ferry to where repair can be made only.

Note: ***Notify Dispatch.***

Note: Flight dispatch from TPE is not allowed.

Reference(s)

(o) *Refer to OpsProc 56-30-01A Door Windows*

56-30-02	Cabin Door Window Lens

Ident.: MI-56-30-00013718.0001001 / 13 APR 16
Applicable to: ALL

56-30-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**8**	**7**	**Yes**

The vision through one cabin door window lens may be impaired provided that the associated cabin door is considered inoperative.
Refer to Item 52-10-01 Cabin Door

Note: ***Notify Dispatch.***

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73-01-01 FADEC GND PWR pb ON light

Ident.: MI-73-01-00015938.0001001 / 13 APR 16
Applicable to: ALL

73-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

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73-09-01 ENG 1(2) FUEL FILTER PARTLY CLOGGED Message

Ident.: MI-73-09-00014752.0002001 / 13 APR 16
Applicable to: ALL

73-09-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page for 30 flight hours.

Note: ***Notify Dispatch.***

73-09-02 ENG 1(2) LONG TERM MINOR FAULT Message

Ident.: MI-73-09-00015940.0003001 / 01 JUL 22
Applicable to: ALL

73-09-02A TCC Valves Operative on the Opposite Engine

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page for 500 flight hours provided that the HPTCC and IPTCC valves on the opposite engine are operative.

73-09-02B No HPTCC Valve Crosscheck Fault on Both Engines

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(m) Both may be displayed on the DISPATCH page for 500 flight hours provided that:
1) All HPTCC and IPTCC valves are operative, and
2) It is checked that the CMS does not report an HPTCC valve crosscheck fault on both engines before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-73-25-XX-00ZZZ-560Z-A*

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73-09-02C One or Two TCC Valves Inoperative On One Engine

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(m) One or both may be displayed on the DISPATCH page for 500 flight hours provided that:

1) On one engine, at least one TCC valve is inoperative, *Refer to Item 75-24-01 Engine HP Turbine Case Cooling Valve (HPTCC Valve)*, or *Refer to Item 75-24-02 Engine IP Turbine Case Cooling Valve (IPTCC Valve)*, and

2) On the opposite engine, it is checked that the CMS does not report an HPTCC valve crosscheck fault before each flight.

Note: ***Notify Dispatch.***

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-73-25-XX-00ZZZ-560Z-A*

73-09-03	ENG 1(2) SHORT TERM MINOR FAULT Message

Ident.: MI-73-09-00015941.0001001 / 13 APR 16
Applicable to: ALL

73-09-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page for 300 flight hours or 20 consecutive calendar days, whichever occurs first.

73-09-04 ENG 1(2) FUEL HEAT EXCHANGER MONITORING Message

Ident.: MI-73-09-00018817.0001001 / 30 APR 21
Applicable to: ALL

73-09-04A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page for 150 flight hours or 10 consecutive calendar days, whichever occurs first provided that:

1) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and

2) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.

73-09-05 ENG START SELECTOR Message

Ident.: MI-73-09-00025941.0001001 / 14 APR 22
Applicable to: ALL

73-09-05A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(o) May be displayed on the DISPATCH page provided that the ENG START Selector is checked operative.

Reference(s)

(o) *Refer to OpsProc 73-09-05A ENG START SELECTOR Message*

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73-21-01 Engine FADEC identification

Ident.: MI-73-21-00014716.0001001 / 13 APR 16
Applicable to: ALL

73-21-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

(m) One or both may be inoperative for 10 consecutive calendar days provided that there is no disagreement between the associated engine identification contained in the FADEC and the identification written on the engine plate.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-73-21-XX-00ZZZ-560Z-A*

73-21-02 Engine Fuel Filter Monitoring System

Ident.: MI-73-21-00018816.0001001 / 30 APR 21
Applicable to: ALL

73-21-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 300 flight hours or 20 consecutive calendar days, whichever occurs first provided that:

1) The associated fuel filter is replaced before the first MEL dispatch, and
2) The ENG 1(2) FUEL FILTER PARTLY CLOGGED message or the ENG 1(2) FUEL FILTER CLOGGED message or the ENG 1(2) FUEL FILTER IN BYPASS message is still displayed after maintenance action, and
3) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and
4) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.

Reference(s)

(o) *Refer to OpsProc 73-21-02A Engine Fuel Filter Monitoring System*
(m) *Refer to Maintenance Procedure A350-A-73-11-61-00ZZZ-560Z-A*

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73-25-01 Engine Interface Function

Ident.: MI-73-25-00016010.0002001 / 06 OCT 22
Applicable to: ALL

73-25-01A One EIF 1 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**3**	**No**

One EIF 1 may be inoperative provided that the APU and the AC auxiliary generation are operative.

73-25-01B One EIF 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**4**	**3**	**No**

One EIF 2 may be inoperative.

73-25-01C One EIF 1 inoperative on one engine and one EIF 2 inoperative on the opposite engine

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**2**	**No**

One EIF 1 and one EIF 2 may be inoperative for 3 consecutive calendar days provided that the APU and the AC auxiliary generation are operative.

73-25-01D Both EIF 2 inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**2**	**No**

Both EIF 2 may be inoperative for 3 consecutive calendar days.

73-25-02 Engine Overthrust Protection System

Ident.: MI-73-25-00015945.0001001 / 13 APR 16
Applicable to: ALL

73-25-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

One may be inoperative for 3 consecutive calendar days.

74-31-01	Ignition System

Ident.: MI-74-31-00015948.0001001 / 13 APR 16
Applicable to: ALL

74-31-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**4**	**2**	**No**

(o) One may be inoperative for 10 consecutive calendar days on each engine.

Reference(s)

(o) *Refer to OpsProc 74-31-01A Ignition System*

74-31-02	Emergency Ignition System

Ident.: MI-74-31-00015950.0001001 / 13 APR 16
Applicable to: ALL

74-31-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) May be inoperative on engine 1 provided that the APU and the AC auxiliary generation are operative.

Reference(s)

(o) *Refer to OpsProc 74-31-02A Emergency Ignition System*

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75-09-01	ENG 1(2) FAN ZONE AIR LEAK Message

Ident.: MI-75-09-00018819.0001001 / 30 APR 21
Applicable to: ALL

75-09-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page for 150 flight hours or 10 consecutive calendar days, whichever occurs first.

75-09-02	ENG 1(2) INTERMEDIATE CORE ZONE AIR LEAK Message

Ident.: MI-75-09-00018820.0001001 / 13 APR 16
Applicable to: ALL

75-09-02A

Repair interval	Nbr installed	Nbr required	Placard
B	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page.

75-09-03	ENG 1(2) CORE ZONE AIR LEAK LO Message

Ident.: MI-75-09-00018821.0001001 / 13 APR 16
Applicable to: ALL

75-09-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page for 500 flight hours provided that the ENG 1(2) CORE ZONE LEAK HI message is not displayed on the DISPATCH page for the opposite engine.

75-09-04	ENG 1(2) CORE ZONE AIR LEAK HI Message

Ident.: MI-75-09-00019384.0001001 / 13 APR 16
Applicable to: ALL

75-09-04A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

One may be displayed on the DISPATCH page for 300 flight hours or 20 consecutive calendar days, whichever occurs first provided that the ENG 1(2) CORE ZONE LEAK LO message is not displayed on the DISPATCH page for the opposite engine.

75-11-01	Engine Section Stator Anti-Ice Valve

Ident.: MI-75-11-00018811.0001001 / 13 APR 16
Applicable to: ALL

75-11-01A

Repair interval	Nbr installed	Nbr required	Placard
B	**2**	**0**	**No**

One or both may be inoperative in the open position.

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75-24-01	Engine HP Turbine Case Cooling (HPTCC) Valve

Ident.: MI-75-24-00014713.0001001 / 01 JUL 22
Applicable to: ALL

75-24-01A One inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) One may be inoperative for 10 consecutive calendar days provided that the HPTCC and IPTCC valves on the opposite engine are operative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 75-24-01A Engine HP Turbine Case Cooling Valve (HPTCC Valve)*

75-24-01B One inoperative with affected valve locked in closed position

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 500 flight hours provided that:

1) The affected HPTCC valve is deactivated and locked in the closed position, and
2) The HPTCC and IPTCC valves on the opposite engine are operative.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 75-24-01B Engine HP Turbine Case Cooling Valve (HPTCC Valve)*
(m) *Refer to Maintenance Procedure A350-A-75-24-61-00ZZZ-560Z-A*

75-24-02	Engine IP Turbine Case Cooling (IPTCC) Valve

Ident.: MI-75-24-00014714.0001001 / 01 JUL 22
Applicable to: ALL

75-24-02A One Inoperative

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) One may be inoperative for 10 consecutive calendar days provided that the HPTCC and IPTCC valves on the opposite engine are operative.

<u>Note:</u> ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 75-24-02A Engine IP Turbine Case Cooling Valve (IPTCC Valve)*

75-24-02B One inoperative with affected valve locked in closed postion

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 500 flight hours provided that:

1) The affected IPTCC valve is deactivated and locked in the closed position, and
2) The HPTCC and IPTCC valves on the opposite engine are operative.

<u>Note:</u> ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 75-24-02B Engine IP Turbine Case Cooling Valve (IPTCC Valve)*
(m) *Refer to Maintenance Procedure A350-A-75-24-63-00ZZZ-560Z-A*

75-24-03 Engine Front Bearing Housing Vent Bypass Valve

Ident.: MI-75-24-00014715.0001001 / 13 APR 16
Applicable to: ALL

75-24-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**0**	**No**

One or both may be inoperative for 500 flight hours.

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75-33-01 Engine Burst Duct Detection

Ident.: MI-75-33-00015946.0001001 / 10 JUL 19
Applicable to: ALL

75-33-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) One may be inoperative for 3 consecutive calendar days.

Reference(s)

(o) *Refer to OpsProc 75-33-01A Engine Burst Duct Detection*

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77-07-01-01 Engine Fuel Flow Indication on the CRUISE page

Ident.: MI-77-07-01-00015952.0001001 / 13 JAN 16
Applicable to: ALL

77-07-01-01A

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	No

Refer to Item 77-07-02-01 Engine Fuel Flow Indication on the ENG SD page

77-07-01-02 Engine Fuel Used Indication on the CRUISE page

Ident.: MI-77-07-01-00015951.0001001 / 13 JAN 16
Applicable to: ALL

77-07-01-02A

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	No

Refer to Item 77-07-02-01 Engine Fuel Flow Indication on the ENG SD page

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77-07-02-01 Engine Fuel Flow Indication on the ENG SD page

Ident.: MI-77-07-02-00015961.0001001 / 13 JAN 16
Applicable to: ALL

77-07-02-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) May be degraded (last digits with amber dashes) for 10 consecutive calendar days on one engine provided that:

1) The ENG 2(1) SHORT TERM MINOR FAULT message is not displayed for the opposite engine, and

2) The ENG 2(1) FUEL FILTER PARTLY CLOGGED message is not displayed for the opposite engine.

Reference(s)

(o) *Refer to OpsProc 77-07-02-01A Engine Fuel Flow Indication on the ENG SD page*

77-07-02-02 Engine Vibrations Monitoring on the ENG SD page

Ident.: MI-77-07-02-00025093.0001001 / 10 JUL 19
Applicable to: ALL

77-07-02-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**6**	**3**	**No**

(o) One or more may be inoperative on one engine only.

Reference(s)

(o) *Refer to OpsProc 77-07-02-02A Engine Vibrations Monitoring on the ENG SD page*

77-07-02-05 Precooler Outlet Pressure Indication on the ENG SD page

Ident.: MI-77-07-02-00015953.0001001 / 13 APR 16
Applicable to: ALL

77-07-02-05A

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	–

Refer to Item 36-07-01 Precooler Outlet Pressure Monitoring on the BLEED SD page

77-07-03-01 All Engine Fuel Flow Indication on the FUEL SD page

Ident.: MI-77-07-03-00015944.0001001 / 13 JAN 16
Applicable to: ALL

77-07-03-01A

Repair interval	Nbr installed	Nbr required	Placard
–	1	–	No

Refer to Item 77-07-02-01 Engine Fuel Flow Indication on the ENG SD page

77-07-03-02 Engine Fuel Used Indication on the FUEL SD page

Ident.: MI-77-07-03-00015947.0001001 / 13 JAN 16
Applicable to: ALL

77-07-03-02A

Repair interval	Nbr installed	Nbr required	Placard
–	2	–	No

Refer to Item 77-07-02-01 Engine Fuel Flow Indication on the ENG SD page

77-07-03-03 Fuel Used All Engines Indication on the FUEL SD page

Ident.: MI-77-07-03-00015949.0001001 / 13 JAN 16
Applicable to: ALL

77-07-03-03A

Repair interval	Nbr installed	Nbr required	Placard
–	1	–	No

Refer to Item 77-07-02-01 Engine Fuel Flow Indication on the ENG SD page

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78-09-01	ENG 1(2) REVERSER MINOR FAULT Message

Ident.: MI-78-09-00018369.0001001 / 11 JAN 19
Applicable to: ALL

78-09-01A Track lock and track lock monitoring checked operative

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(m) One or both may be displayed for 10 consecutive calendar days on the DISPATCH page provided that track lock and track lock monitoring are checked operative before each flight.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-78-3X-XX-05ZZZ-560Z-A*

78-09-01B Associated reverser considered inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**Yes**

One or both may be displayed on the DISPATCH page provided that the associated thrust reverser is considered inoperative.
Refer to 78-30-01 Engine 1 Reverser, or
Refer to 78-30-02 Engine 2 Reverser.

Note: ***Notify Dispatch.***

78-09-02	ENG 1(2) REVERSER ENERGIZED Message

Ident.: MI-78-09-00024488.0001001 / 05 OCT 18
Applicable to: ALL

78-09-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**No**

(o) **(m)** May be displayed on the DISPATCH page provided that:

1) The associated circuit breaker is deactivated and secured in the open position, and
2) The affected engine thrust reverser is deactivated and secured in the stowed position, and
3) The ENG 1(2) REVERSER INHIBITED alert is displayed on the WD after maintenance action, and
4) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 78-09-02A ENG 1(2) REVERSER ENERGIZED Message*
(m) *Refer to Maintenance Procedure A350-A-78-3X-XX-04ZZZ-560Z-A*

78-09-03	ENG 1(2) REV TERTIARY LOCKS ENERGIZED Message

Ident.: MI-78-09-00025045.0001001 / 22 JAN 21
Applicable to: ALL

78-09-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**Yes**

(m) One or both may be displayed on the DISPATCH page provided that:

1) The tertiary locks of the affected engine are deactivated, and
2) The ENG 1(2) REV TERTIARY LOCKS ENERGIZED message is not displayed on the DISPATCH page after maintenance action, and
3) The reverser on the affected engine is deactivated and considered inoperative.
Refer to 78-30-01 Engine 1 Reverser, or
Refer to 78-30-02 Engine 2 Reverser

Note: ***Notify Dispatch.***

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Reference(s)

(m) *Refer to Maintenance Procedure A350-A-78-3X-XX-06ZZZ-560Z-A*

78-09-04	ENG 1(2) REVERSER PROTECTION Message

Ident.: MI-78-09-00025091.0001001 / 22 JAN 21
Applicable to: ALL

78-09-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**N/A**	**N/A**	**Yes**

One or both may be displayed provided that the associated thrust reverser is considered inoperative.
Refer to 78-30-01 Engine 1 Reverser, or
Refer to 78-30-02 Engine 2 Reverser.

Note: ***Notify Dispatch.***

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78-30-01	Engine 1 Reverser

Ident.: MI-78-30-00016755.0001001 / 13 APR 16
Applicable to: ALL

78-30-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that:

1) The engine 1 reverser is deactivated and secured in the stowed position, and

2) The ENG 1 REVERSER INHIBITED alert is displayed on the WD after maintenance action, and

3) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 78-30-01A Engine Reverser (one or both inoperative)*

(m) *Refer to Maintenance Procedure A350-A-78-3X-XX-00ZZZ-560Z-A*

78-30-02	Engine 2 Reverser

Ident.: MI-78-30-00018365.0001001 / 13 APR 16
Applicable to: ALL

78-30-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

(o) (m) May be inoperative provided that:

1) The engine 2 reverser is deactivated and secured in the stowed position, and

2) The ENG 2 REVERSER INHIBITED alert is displayed on the WD after maintenance action, and

3) Appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 78-30-02A Engine Reverser (one or both inoperative)*

(m) *Refer to Maintenance Procedure A350-A-78-3X-XX-00ZZZ-560Z-A*

78-30-03 Engine 1 Reverser Control

Ident.: MI-78-30-00018366.0001001 / 11 JAN 19
Applicable to: ALL

78-30-03A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that engine 1 thrust reverser is considered inoperative.
Refer to Item 78-30-01 Engine 1 Reverser.

Note: ***Notify Dispatch.***

78-30-04 Engine 2 Reverser Control

Ident.: MI-78-30-00018367.0001001 / 11 JAN 19
Applicable to: ALL

78-30-04A

Repair interval	Nbr installed	Nbr required	Placard
C	**1**	**0**	**Yes**

May be inoperative provided that engine 2 thrust reverser is considered inoperative.
Refer to Item 78-30-02 Engine 2 Reverser.

Note: ***Notify Dispatch.***

78-30-05	Engine 1(2) Reverser Lock

Ident.: MI-78-30-00018368.0003001 / 11 JAN 19
Applicable to: ALL

78-30-05A Inoperative lock deactivated in the unlocked position

Repair interval	Nbr installed	Nbr required	Placard
A	**12**	**10**	**No**

(m) One engine reverser lock on one or two translating cowls may be inoperative for 10 consecutive calendar days provided that:

1) Track lock and track lock monitoring are checked operative, and
2) The affected engine reverser lock is deactivated in the unlocked position, and
3) When the associated FADEC is powered, the associated ENG 1(2) REV ONE LOCK FAILED LOCKED message is no longer displayed on the DISPATCH page after the deactivation, and
4) When the associated FADEC is powered, the associated ENG 1(2) REVERSER MINOR FAULT message is displayed on the DISPATCH page after the deactivation.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-78-3X-XX-03ZZZ-560Z-A*

78-30-05B Associated engine reverser inoperative

Repair interval	Nbr installed	Nbr required	Placard
C	**12**	**0**	**Yes**

(o) One or more may be inoperative in the locked position provided that the appropriate performance adjustments are applied.

Note: ***Notify Dispatch.***

Reference(s)

(o) *Refer to OpsProc 78-30-05B Engine 1(2) Reverser Lock (associated engine reverser inoperative)*

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78-30-05C Both engines reversers deactivated

Repair interval	Nbr installed	Nbr required	Placard
C	**12**	**8**	**No**

One engine reverser lock on each translating cowl may be inoperative provided that the thrust reversers on both engines are considered inoperative.
Refer to Item 78-30-01 Engine 1 Reverser, and
Refer to Item 78-30-02 Engine 2 Reverser

Note: ***Notify Dispatch.***

79-07-01 Engine Oil Quantity Monitoring on the ENG SD page

Ident.: MI-79-07-00015943.0001001 / 13 APR 16
Applicable to: ALL

79-07-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(m) One may be inoperative provided that:
- **1)** The oil quantity of the associated engine is checked before each flight, and
- **2)** There is no evidence of abnormal engine oil consumption or leakage.

Reference(s)

(m) *Refer to Maintenance Procedure A350-A-79-XX-XX-00ZZZ-560Z-A*

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79-09-01	**ENG 1(2) OIL CHIP DETECTED Message**

Ident.: MI-79-09-00018812.0001001 / 06 OCT 22
Applicable to: ALL

79-09-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**N/A**	**N/A**	**No**

(o) May be displayed for one engine on the DISPATCH page for 40 flight hours or 3 consecutive calendar days, whichever occurs first provided that the associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.

Reference(s)

(o) *Refer to OpsProc 79-09-01A ENG 1(2) OIL CHIP DETECTED Message*

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79-34-01	Engine Oil Debris Monitoring System

Ident.: MI-79-34-00018813.0001001 / 02 FEB 17
Applicable to: ALL

79-34-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 500 flight hours provided that:

1) The associated oil debris sensor is clean from debris, and

2) The associated ENG 1(2) OIL CHIP DETECTED message is still displayed after maintenance action, and

3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.

Reference(s)

(o) *Refer to OpsProc 79-34-01A Engine Oil Debris Monitoring System*

(m) *Refer to Maintenance Procedure A350-A-79-34-15-00ZZZ-760Z-A*

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79-35-01	Engine Oil System Contamination

Ident.: MI-79-35-00018814.0001001 / 13 APR 16
Applicable to: ALL

79-35-01A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be contaminated for 40 flight hours or 3 consecutive calendar days, whichever occurs first provided that:

1) The associated oil filter is replaced before the first MEL dispatch, and
2) The associated ENG 1(2) OIL FILTER PARTLY CLOGGED message is no more displayed after maintenance action, and
3) The associated Oil Debris Monitoring System (ODMS) is checked operative, and
4) The associated ENG 1(2) OIL CHIP DETECTED message is not displayed on the DISPATCH page, and
5) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.

Reference(s)

(o) *Refer to OpsProc 79-35-01A Engine Oil System Contamination*
(m) *Refer to Maintenance Procedure A350-A-79-XX-XX-01ZZZ-560Z-A*

79-35-02	Engine Oil Filter Monitoring System

Ident.: MI-79-35-00019281.0001001 / 02 FEB 17
Applicable to: ALL

79-35-02A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 500 flight hours provided that:

1) The associated oil filter is changed before the first MEL dispatch, and
2) The associated ENG 1(2) OIL FILTER PARTLY CLOGGED message or the ENG 1(2) OIL FILTER CLOGGED is still displayed after maintenance action, and
3) The associated ENG 1(2) OIL SYSTEM MONITORING message is not displayed on the DISPATCH page.

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Reference(s)

(o) *Refer to OpsProc 79-35-02A Engine Oil Filter Monitoring System*
(m) *Refer to Maintenance Procedure A350-A-79-34-61-00ZZZ-760Z-A*

79-35-03	**Engine 1(2) Oil Monitoring System**

Ident.: MI-79-35-00018815.0001001 / 30 APR 21
Applicable to: ALL

79-35-03A

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

One may be inoperative for 40 flight hours or 3 consecutive calendar days, whichever occurs first.

80-01-01 MAN START 1(2) pb-sw ON light

Ident.: MI-80-01-00015942.0001001 / 13 APR 16
Applicable to: ALL

80-01-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

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80-11-01	Engine Start Valve

Ident.: MI-80-11-00015939.0001001 / 09 JUL 20
Applicable to: ALL

80-11-01A Inoperative in closed position

Repair interval	Nbr installed	Nbr required	Placard
A	**2**	**1**	**No**

(o) (m) One may be inoperative for 10 consecutive calendar days in the closed position provided that the affected valve is manually operated for the associated engine start.

Reference(s)

(o) *Refer to OpsProc 80-11-01A Engine Start Valve (inoperative in closed position)*
(m) *Refer to Maintenance Procedure A350-A-80-11-62-01ZZZ-760Z-A*

80-11-01B Inoperative in open position

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**1**	**No**

(o) (m) One may be inoperative in the open position provided that:
1) The engine burst duct detection is operative, and
2) The affected valve is manually operated for the associated engine start.

Reference(s)

(o) *Refer to OpsProc 80-11-01B Engine Start Valve (inoperative in open position)*
(m) *Refer to Maintenance Procedure A350-A-80-11-62-01ZZZ-760Z-A*

80-11-02	Engine Manual Start System

Ident.: MI-80-11-00015937.0001001 / 13 APR 16
Applicable to: ALL

80-11-02A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

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80-12-01	FAULT light on ENGINE MASTER lever

Ident.: MI-80-12-00015963.0001001 / 13 APR 16
Applicable to: ALL

80-12-01A

Repair interval	Nbr installed	Nbr required	Placard
C	**2**	**0**	**Yes**

One or both may be inoperative.

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MEL OPERATIONAL PROCEDURES

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MO-21 Air Conditioning

MO-21-01 AIR Overhead Panel

21-01-31A AIR FLOW selector ..... A

MO-21-02 CABIN PRESS Overhead Panel

21-02-01A CABIN ALT MODE pb-sw MAN light..... A
21-02-02A CABIN V/S MODE pb-sw MAN light..... B
21-02-03A DITCHING pb-sw ON light..... C

MO-21-07 Indications on SD pages

MO-21-07-01 Indications on the BLEED SD page

21-07-01-02A Pack Valve Position Monitoring on the BLEED SD page..... A

MO-21-07-03 Indications on the COND SD page

21-07-03-01A Hot Air Valve Position Monitoring on the COND SD page..... A
21-07-03-02A Cockpit Temperature Monitoring on the COND SD page..... B
21-07-03-03A Cabin Zone Temperature Monitoring on the COND SD page..... C

MO-21-09 Dispatch Messages

21-09-03A AIR PRESS LO ON FUEL INERTING 1(2) Message ..... A

MO-21-21 Cabin Fresh/Recirculated Air Distribution

21-21-01B Cabin Fan..... A

MO-21-23 Compartment Air Extraction

21-23-01A Lavatory and Galley Extraction System (air extraction not available)..... A
21-23-01B Lavatory & Galley Extraction System (air extraction available in flight)..... B
21-23-02A Lavatory and Galley Extraction Fan..... C
21-23-03C Lavatory and Galley Isolation Valve..... D

MO-21-25 Unpressurized Compartments Ventilation

21-25-01A Pack Bay Ventilation (one inoperative)..... A
21-25-01B Pack Bay Ventilation (both inoperative)..... B

MO-21-26 Avionics Equipment Ventilation

21-26-02A Avionics Blowing Degraded (one degraded)..... A
21-26-02B Avionics Blowing Degraded (both degraded)..... B
21-26-03A Avionics Blowing Fan (one inoperative)..... C
21-26-03B Avionics Blowing Fan (both inoperative)..... D
21-26-04A Avionics Blowing System (one inoperative)..... E

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21-26-04B Avionics Blowing System (both inoperative)....F
21-26-06B Avionics Extraction Fan....G
21-26-09C Avionics Inboard Valve....H
21-26-11B Avionics Overboard Valve Big Flap (set and checked in the closed position)....I
21-26-11C Avionics Overboard Valve Big Flap (inoperative in the open position)....J
21-26-12A Avionics Overboard Valve Small Flap (inoperative in the closed position)....K

MO-21-28 Lower Deck Cargo Compartment Ventilation and Cooling

21-28-01A BULK Cargo Compartment Extraction Fan....A
21-28-02A(B) BULK Cargo Compartment Isolation Valve....B
21-28-03B BULK Cargo Compartment Extraction Fan Shutoff Function....C
21-28-05A FWD Cargo Compartment Extraction fan....D
21-28-06A(B) FWD Cargo Compartment Isolation Valve....E
21-28-07B FWD Cargo Compartment Extraction Fan Shutoff Function....F
21-28-08A FWD Cargo Compartment Cold Air Valve....G
21-28-14B FWD Cargo Compartment Extraction Fan Monitoring....H

MO-21-29 Commercial Equipment Ventilation

21-29-01A IFE Bay Ventilation....A
21-29-02B IFE Bay Isolation....B
21-29-06B Commercial Equipment Ventilation Extraction Fan....C
21-29-07B Commercial Equipment Ventilation Extraction Fan Monitoring....D

MO-21-31 Pressure Control and Monitoring

21-31-02A Automatic Cabin Pressure Control (one automatic cabin pressure control inoperative)....A
21-31-02B Automatic Cabin Pressure Control (one automatic cabin pressure control inoperative and manual CABIN ALT MODE inoperative)....B
21-31-02C Automatic Cabin Pressure Control (both automatic cabin pressure controls inoperative)....C
21-31-03A Cabin Pressure Sensor of Automatic Cabin Pressure Control (manual CABIN ALT MODE checked operative)....D
21-31-03B Cabin Pressure Sensor of Automatic Cabin Pressure Control (manual CABIN ALT MODE inoperative). E
21-31-05A Manual CABIN ALT MODE (manual CABIN ALT MODE inoperative)....F
21-31-05B Manual CABIN ALT MODE (manual CABIN ALT MODE inoperative and one automatic cabin pressure control system inoperative)....G
21-31-07A Overpressure Relief Valve (inoperative in the closed position)....H
21-31-07B Overpressure Relief Valve (non pressurized flight)....I
21-31-09A Outflow Valve Control....J
21-31-10A Negative Relief Valve....K
21-31-11A Emergency Ram Air Test (both air conditioning packs checked operative)....L

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MO-21-50 Air Cooling

21-50-01A Air Conditioning Pack (associated pack valves closed)........A
21-50-01B Air Conditioning Pack (associated pack valves deactivated closed)........B
21-50-05A Pack Temperature Regulation........C
21-50-06A Pack Temperature Control Valve........D
21-50-07A Pack Ram Air Inlet Door (failed in the open position)........E
21-50-07B Pack Ram Air Inlet Door (deactivated in the open position)........F
21-50-08A Pack Ram Air Outlet Door (failed in the open position) ....G
21-50-08B Pack Ram Air Outlet Door (deactivated in the open position)........H
21-50-08A Pack 1 Ram Air Outlet Door (failed in the open position)........I
21-50-08B Pack 1 Ram Air Outlet Door (deactivated in the open position)........J
21-50-09A Pack 2 Ram Air Outlet Door........K
21-50-10A Pack Control Channel........L
21-50-12A Pack Control Redundancy........M

MO-21-55 Emergency Air Supply

21-55-01A Emergency Ram Air Inlet (failed in the fully open position)........A
21-55-01B Emergency Ram Air Inlet (deactivated in the fully open position)........B

MO-21-58 Air Supply on Fuel Inerting

21-58-02A Fuel Inerting Inlet Valve Flap ....A

MO-21-60 Temperature Control

21-60-01A Hot Air System........A
21-60-02A(B) Hot Air Valve........B
21-60-03A Hot Air Valve Pressure Regulation (all pack control channels operative)........C
21-60-03B Hot Air Valve Pressure Regulation (hot air valve deactivated closed)........D
21-60-04A(B) Cockpit and Cabin Temperature Control........E
21-60-05A(B) Crew Rest Compartment Temperature Control........F
21-60-06A FWD Cargo Temperature Control........G
21-60-07A FWD Cargo Trim Air Valve (hot air valves closure function operative)........H
21-60-07B FWD Cargo Trim Air Valve (FWD cargo trim air valve deactivated closed)........I
21-60-08A(B) BULK Cargo Heater........J
21-60-09A Cabin Temperature Selection on FAP........K
21-60-12A FWD Cargo Overheat Detection (all pack control channels operative)........L
21-60-12B FWD Cargo Overheat Detection (FWD cargo trim air valve deactivated closed)........M

MO-22 Auto Flight

MO-22-09 Dispatch Messages

22-09-02A FUEL CG DATA DISAGREE > 13% Message........A
22-09-04A F/CTL PRIMs PIN PROG DISAGREE Message........B

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MO-22-10 AP/FD

22-10-01A AP (one inoperative)....A
22-10-01B AP (both inoperative)....B
22-10-02A AP/FD 1 (2)....C
22-10-03A Sidesticks and Rudder Pedal Locking Devices in AP Mode (one inoperative)....D
22-10-03B Sidesticks and Rudder Pedal Locking Devices in AP Mode (two or more inoperative)....E
22-10-04A AUTO LAND light (one inoperative)....F
22-10-04B AUTO LAND light (both inoperative)....G
22-10-05A LAND 3 DUAL Approach and Landing Capability....H
22-10-06A LAND 3 SINGLE Approach and Landing Capability....I
22-10-07A AUTOLAND Approach and Landing Capability....J
22-10-08A Automatic Roll Out Function....K
22-10-09A Go-Around Soft Function....L
22-10-10A AP/FD TCAS Mode....M
22-10-11A RNP AR Capability Downgraded....N
22-10-12A RNP AR Capability....O
22-10-13A GLS AUTOLAND Approach and Landing Capability....P
22-10-14A AUTO EMER DES Function....Q
22-10-15A EMER DESCENT pb....R

MO-22-30 Autothrust (A/THR)

22-30-01A Autothrust....A
22-30-02A Autothrust Instinctive Disconnect pb....B

MO-22-60 Flight Envelope

22-60-02A Reactive Windshear....A

MO-22-70 Flight Management (FM)

22-70-01A Flight Management Computer (one inoperative)....A
22-70-01B Flight Management Computer (two inoperative)....B
22-70-02A(B) FMS selector....C
22-70-03A FMS Navigation Database....D

MO-22-80 AFS Control Panel

22-80-01A AFS Control Panel....A
22-80-02A AFS Control Panel and the MFD FCU BKUP of the CAPT....B
22-80-03A AFS Control Panel and the MFD FCU BKUP of the F/O....C
22-80-04A AFS Control Panel AP pb....D
22-80-05A AFS Control Panel A/THR pb....E
22-80-06A AFS Control Panel FD pb....F
22-80-07A AFS Control Panel LOC pb....G
22-80-08A AFS Control Panel ALT pb....H

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22-80-09A AFS Control Panel APPR pb........ I
22-80-10A AFS Control Panel Heading/Track Selection knob........ J
22-80-11A AFS Control Panel Speed Selection knob........ K
22-80-12A AFS Control Panel Altitude Selection knob........ L
22-80-13A AFS Control Panel V/S FPA Selection knob........ M
22-80-14A AFS Control Panel Selection Windows........ N
22-80-15A AFS Control Panel HDG-V/S / TRK-FPA pb........ O
22-80-17A AFS Control Panel METER pb........ P
22-80-18A AFS Control Panel TRUE/MAG pb........ Q

MO-22-81 EFIS Control Panel

22-81-01A EFIS Control Panel........ A
22-81-02A EFIS Control Panel Barometric Reference Display Window........ B
22-81-03A EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector (MFD FCU BKUP operative)........ C
22-81-03B EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector (MFD FCU BKUP inoperative)........ D
22-81-04A EFIS Control Panel Inner Knob of Barometric Reference selector........ E
22-81-05A EFIS Control Panel ND Range selector (one inoperative)........ F
22-81-05B EFIS Control Panel ND Range selector (both inoperative)........ G
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34-71-06A TCAS (one inoperative) .... F
34-71-06B TCAS (both inoperative) .... G
34-71-07A ADS-B TRAFFIC Function .... H
34-71-08A Weather Radar Function I
34-71-09A Predictive Windshear Function .... J
34-71-10A SURV Control Panel .... K

MO-35 Oxygen

MO-35-20 Passenger Oxygen

35-20-03A Galley Oxygen Module .... A

MO-35-30 Portable Oxygen

35-30-01A Portable Oxygen Unit (non-required units inoperative or missing) .... A

MO-36 Pneumatic

MO-36-11 Engine Bleed Air Supply System

36-11-01A(B) Engine Bleed Air System .... A
36-11-05B Engine Bleed IP Check Valve .... B
36-11-06A(B) Engine HP Bleed Valve C
36-11-08A Engine HP Bleed Valve Monitoring .... D

MO-36-12 APU Bleed Air Supply and Crossbleed Systems

36-12-01A APU Bleed Air Supply .... A
36-12-03A Automatic Control of the XBleed Valve .... B
36-12-04A Manual Control of the XBleed Valve C

MO-38 Water/Waste

MO-38-30 Lavatory Waste

38-30-02A Vacuum Generator Systems (Toilet) .... A

MO-42 Avionics Network/Integrated Modular Avionics

MO-42-11 CPIOM

42-11-04A CPIOM H41 inoperative and no other CRDC/CPIOM inoperative .... A
42-11-05A CPIOM H42 inoperative and no other CRDC/CPIOM inoperative .... B
42-11-06A CPIOM H43 inoperative and no other CRDC/CPIOM inoperative C
42-11-07A CPIOM H44 inoperative and no other CRDC/CPIOM inoperative .... D
42-11-08B CPIOM H61 inoperative combined with another CPIOM inoperative .... E
42-11-10B CPIOM H63 inoperative combined with another CPIOM inoperative .... F
42-11-12A CPIOM J12 inoperative and no other CRDC/CPIOM inoperative .... G
42-11-13A CPIOM J21 inoperative and no other CRDC/CPIOM inoperative .... H

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42-11-14A CPIOM J22 inoperative and no other CRDC/CPIOM inoperative....I
42-11-15A CPIOM J23 inoperative and no other CRDC/CPIOM inoperative....J
42-11-15B CPIOM J23 inoperative combined with another CRDC/CPIOM inoperative....K
42-11-16A CPIOM J24 inoperative and no other CRDC/CPIOM inoperative....L
42-11-17A CPIOM J51 inoperative and no other CRDC/CPIOM inoperative (procedures do not require ATC datalink)....M
42-11-17B CPIOM J51 inoperative and no other CRDC/CPIOM inoperative (procedures require ATC datalink)....N
42-11-17C CPIOM J51 inoperative combined with another CRDC/CPIOM inoperative (procedures do not require ATC datalink)....O
42-11-17D CPIOM J51 inoperative combined with another CRDC/CPIOM inoperative (procedures require ATC datalink)....P
42-11-19A CPIOM J72 inoperative and no other CRDC/CPIOM inoperative....Q

MO-42-41 CRDC

42-41-01A CRDC A01 Inoperative and no other CRDC/CPIOM inoperative....A
42-41-02A CRDC A02 inoperative and no other CRDC/CPIOM inoperative....B
42-41-02B CRDC A02 inoperative combined with another CRDC inoperative....C
42-41-03A CRDC A03 inoperative and no other CRDC/CPIOM inoperative....D
42-41-04A CRDC A04 inoperative and no other CRDC/CPIOM inoperative....E
42-41-04B CRDC A04 inoperative combined with CRDC/CPIOM inoperative....F
42-41-05A CRDC A05 inoperative and no other CRDC/CPIOM inoperative....G
42-41-05B CRDC A05 inoperative combined with another CRDC inoperative....H
42-41-06A CRDC A06 inoperative and no other CRDC/CPIOM inoperative....I
42-41-08A CRDC A08 inoperative and no other CRDC/CPIOM inoperative....J
42-41-09A CRDC A09 inoperative and no other CRDC/CPIOM inoperative....K
42-41-13A CRDC A13 inoperative and no other CRDC/CPIOM inoperative....L
42-41-14A CRDC A15 inoperative and no other CRDC/CPIOM inoperative....M
42-41-14B CRDC A15 inoperative combined with another CRDC inoperative....N
42-41-16B CRDC B01 inoperative combined with another CRDC inoperative....O
42-41-17B CRDC B02 inoperative combined with another CRDC inoperative....P
42-41-18A CRDC B03 inoperative and no other CRDC/CPIOM inoperative....Q
42-41-18B CRDC B03 inoperative combined with another CRDC inoperative....R
42-41-19A CRDC B04 inoperative and no other CRDC/CPIOM inoperative....S
42-41-19B CRDC B04 inoperative combined with another CRDC inoperative....T
42-41-20B CRDC B05 inoperative combined with another CRDC inoperative....U
42-41-21B CRDC B06 inoperative combined with another CRDC inoperative....V
42-41-22B CRDC B07 inoperative combined with another CRDC inoperative....W
42-41-23A CRDC B08 inoperative and no other CRDC/CPIOM inoperative....X
42-41-23B CRDC B08 inoperative combined with another CRDC inoperative....Y
42-41-24B CRDC B09 inoperative combined with another CRDC inoperative....Z
42-41-25B CRDC B10 inoperative combined with another CRDC inoperative....AA

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42-41-26A CRDC B11 inoperative and no other CRDC/CPIOM inoperative....AB
42-41-26B CRDC B11 inoperative combined with another CRDC inoperative.... AC
42-41-27A CRDC B12 inoperative and no other CRDC/CPIOM inoperative....AD
42-41-27B CRDC B12 inoperative combined with another CRDC inoperative....AE
42-41-28B CRDC B13 inoperative combined with another CRDC/CPIOM inoperative.... AF
42-41-29B CRDC B14 inoperative combined with another CRDC inoperative.... AG

MO-44 Cabin Systems

MO-44-02 CALLS Overhead Panel

44-02-31A CALLS ALL pb....A
44-02-32A CALLS EMER pb....B
44-02-33A CALLS FWD(MID)(EXIT)(AFT) pb.... C
44-02-34A CALLS MECH pb.... D
44-02-35A CALLS PURS pb.... E
44-02-36A CALLS FLT(CAB) REST pb.... F

MO-44-03 EVAC Overhead Panel

44-03-01A COMMAND pb-sw EVAC light.... A
44-03-02A COMMAND pb-sw ON light....B

MO-44-11 DEU A

44-11-01A DEU A....A

MO-44-12 DEU B

44-12-01A DEU B....A

MO-44-14 Loudspeakers

44-14-01A Cabin Loudspeaker....A
44-14-02A Lavatory Loudspeaker.... B
44-14-03A CRC Loudspeaker.... C

MO-44-15 Handsets

44-15-02A Cabin Handset.... A
44-15-03B CRC Handset....B

MO-44-16 Prerecorded Announcement and Music Reproducer (PRAM)

44-16-01A Prerecorded Announcement and Music Reproducer (PRAM)....A

MO-44-18 Emergency System

44-18-01A Emergency Evacuation Signaling System....A

MO-44-50 Cabin Monitoring System

44-50-01A Cockpit Door Surveillance System (CDSS)....A

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MO-46 Information Systems

MO-46-10 Information Core Systems

46-10-01A Data Transfer between OIS and Avionics.......A
46-10-03A Redundancy on OIS CAB&MAINT Server (OSFC).......B

MO-46-20 Cockpit Information Systems

46-20-01A COMPANY COM.......A
46-20-02A EFB Docking Station.......B
46-20-03A Flight Crew Applications.......C
46-20-04A OIS Keyboard.......D
46-20-05B Printer.......E
46-20-06D Third EFB Stowage Box.......F
46-20-07A EFB.......G
46-20-08A AVNCS/EFB switch (OIS keyboard operative).......H
46-20-08B AVNCS/EFB switch (OIS keyboard inoperative).......I
46-20-09B EFB Power Outlet.......J

MO-46-21 Air Traffic Control (ATC) System

46-21-01A ATC Datalink (procedures do not require ATC datalink).......A
46-21-01B ATC Datalink (procedures require ATC datalink).......B
46-21-02A ADS-C Datalink (procedures do not require ADS-C datalink).......C
46-21-02B ADS-C Datalink (procedures require ADS-C datalink).......D
46-21-03B(C) ATC MSG pb.......E

MO-46-25 Onboard Information System (OIS)

46-25-01A OIS Display.......A
46-25-02A OIS Display on the OUTER DU.......B

MO-46-30 Maintenance Information Systems

46-30-01A Maintenance Applications.......A

MO-49 Airborne Auxiliary Power

MO-49-01 APU Overhead Panel

49-01-02A APU MASTER SW pb-sw ON light.......A

MO-49-10 Power Plant

49-10-01A APU Power Plant.......A

MO-49-16 Air Intake System

49-16-01A APU Air-Intake Flap deactivated with APU flap angle at 20 degrees.......A
49-16-01D APU Air-Intake Flap inoperative with APU flap angle at or above 17 degrees.......B
49-16-01E APU Air-Intake Flap inoperative with APU flap angle below 17 degrees.......C

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MO-49-40 APU Ignition and Starting
49-40-01A APU Starter Power Unit....A

MO-49-62 APU Emergency Shutdown
49-62-01A APU SHUT OFF sw (Nose L/G Panel)....A
49-62-02A APU EMERGENCY SHUTDOWN sw (External REFUEL Panel)....B

MO-52 Doors

MO-52-07 Indications on the DOOR/OXYGEN SD page
52-07-01A Cabin Door Position Detection on the DOOR/OXYGEN SD page....A
52-07-02A Cargo Door Position Detection on the DOOR/OXYGEN SD page....B
52-07-03A Escape Hatch Position Detection....C
52-07-04A External Avionics Door Position Detection....D

MO-52-10 Passenger/Crew
52-10-01A Cabin Door....A
52-10-06A Cabin Door Stop Fitting....B

MO-52-30 Cargo
52-30-04A AFT(FWD) Cargo Door Latching Mechanism....A
52-30-05A BULK Cargo Door Balance Mechanism....B
52-30-06A BULK Cargo Door Stop Fitting....C

MO-52-51 Cockpit Door
52-51-01A Cockpit Door Locking System (CDLS)....A
52-51-02A Cockpit Door Keypad....B
52-51-03A Cockpit Door Keypad LED....C
52-51-04A(B) Cockpit Door Release Strike....D
52-51-07A Cockpit Door Decompression Deceleration Device....E

MO-52-53 CKPT DOOR Panel on the Center Pedestal
52-53-02A CKPT DOOR OPEN light....A
52-53-03A LOCK Function of the CKPT DOOR sw....B
52-53-04A UNLOCK Function of the CKPT DOOR sw....C

MO-52-71 Doors and Slides Control System
52-71-02A Cabin Door Lock Monitoring....A
52-71-04A Door Residual Differential Pressure Detection....B
52-71-05A CABIN PRESSURE light on Cabin Door....C
52-71-06A CABIN PRESSURE light on Cargo Door....D

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MO-56 Windows

MO-56-10 Cockpit Windows

56-10-01A Front Windshield External Layer (Outer Ply)....A

MO-56-20 Cabin Windows

56-20-01A Cabin Windows....A

MO-56-30 Door Windows

56-30-01A Door Windows....A

MO-73 Engine Fuel and Control

MO-73-09 Dispatch Messages

73-09-05A ENG START SELECTOR Message....A

MO-73-21 Engine Control and Fault Monitoring

73-21-02A Engine Fuel Filter Monitoring System....A

MO-74 Ignition

MO-74-31 Ignition Starting and Continuous Relight

74-31-01A Ignition System....A
74-31-02A Emergency Ignition System....B

MO-75 Air

MO-75-24 Turbine Cooling Control System

75-24-01A(B) Engine HP Turbine Case Cooling Valve (HPTCC Valve)....A
75-24-02A(B) Engine IP Turbine Case Cooling Valve (IPTCC Valve)....B

MO-75-33 Air Bleed System

75-33-01A Engine Burst Duct Detection....A

MO-77 Engine Indicating

MO-77-07 Indications on SD pages

MO-77-07-02 Indications on the ENG SD page

77-07-02-01A Engine Fuel Flow Indication on the ENG SD page....A
77-07-02-02A Engine Vibrations Monitoring on the ENG SD page....B

MO-78 Exhaust

MO-78-09 Dispatch Message

78-09-02A ENG 1(2) REVERSER ENERGIZED Message....A

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MO-78-30 Engine Reverser

78-30-01A & 78-30-02A Engine Reverser (one or both inoperative)....... A
78-30-05B Engine 1(2) Reverser Lock (associated engine reverser inoperative)....... B

MO-79 Oil

MO-79-09 Dispatch Messages

79-09-01A ENG 1(2) OIL CHIP DETECTED Message....... A

MO-79-34 Oil Debris Monitoring System

79-34-01A Engine Oil Debris Monitoring System....... A

MO-79-35 Oil Filter Clogging Indicating System

79-35-01A Engine OIL System Contamination....... A
79-35-02A Engine Oil Filter Monitoring system....... B

MO-80 Starting

MO-80-11 Pneumatic Starter and Valve System

80-11-01A Engine Start Valve (inoperative in closed position)....... A
80-11-01B Engine Start Valve (inoperative in open position)....... B

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Localization Title	Toc Index	ID	Reason
MO-PLP-TOC Fire Protection		1	Documentation update: Deletion of the "PP02577 Portable Fire Extinguisher" documentary unit.
MO-22-70 22-70-01B Flight Management Computer (two inoperative)	B	1	Documentation update: Addition of "Flight Management Computer (two inoperative)" documentary unit
MO-22-81 22-81-09A EFIS Control Panel TAXI pb	L	1	Documentation update: Addition of "EFIS Control Panel TAXI pb" documentary unit
MO-28-25 28-25-06A Defuel Valve	C	1	Documentation update: Addition of "Defuel Valve" documentary unit
MO-29-10 29-10-01A Green Engine Driven Pump	A	2	Documentation update: Addition of "Green Engine Driven Pump" documentary unit
MO-29-10 29-10-02A Yellow Engine Driven Pump	B	4	Documentation update: Addition of "Yellow Engine Driven Pump" documentary unit
MO-31-02 31-02-04A LOWER LEFT Overhead Panel (211VM)	F	1	Documentation update: Addition of "LOWER LEFT Overhead Panel (211VM)" documentary unit
MO-31-19 31-19-03A VIDEO pb on the ECP	B	1	Documentation update: Addition of "VIDEO pb on the ECP" documentary unit
MO-31-50 31-50-01A FWS 2	A	2	Documentation update: Addition of "FWS 2" documentary unit
MO-31-66 31-66-01A CMV (one CMV inoperative and associated OIS display available)	A	1	Documentation update: Addition of "CMV (one CMV inoperative and associated OIS display available)" documentary unit
MO-31-66 31-66-01B CMV (one or Both CMV inoperative and associated OIS display not available)	B	3	Documentation update: Addition of "CMV (one or Both CMV inoperative and associated OIS display not available)" documentary unit
MO-34-20 34-20-01A(B) ISIS	A	1	Documentation update: Addition of "ISIS" documentary unit
MO-34-71 34-71-02B TAWS	B	2	Documentation update: Addition of "TAWS" documentary unit
MO-34-71 34-71-04B Terrain Functions	D	4	Documentation update: Addition of "Terrain Functions" documentary unit
MO-34-71 34-71-06B TCAS (both inoperative)	G	6	Documentation update: Addition of "TCAS (both inoperative)" documentary unit
MO-34-71 34-71-07A ADS-B TRAFFIC Function	H	7	Documentation update: Addition of "ADS-B TRAFFIC Function" documentary unit

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Localization Title	Toc Index	ID	Reason
MO-42-11 42-11-12A CPIOM J12 inoperative and no other CRDC/CPIOM inoperative	G	2	Documentation update: Addition of "CPIOM J12 inoperative and no other CRDC/CPIOM inoperative" documentary unit
MO-46-20 46-20-07A EFB	G	2	**Update the procedure to use iPad EFB.**
MO-52-10 52-10-01A Cabin Door	A	2	**Update the blocked seats area depending on the inoperative cabin door.**
MO-52-10 52-10-01A Cabin Door	A	3	**Add the item for B-18919.**
MO-52-10 52-10-01A Cabin Door	A	3	Documentation update: Addition of "Cabin Door" documentary unit

MO-21-50 21-50-08A Pack Ram Air Outlet Door (failed in the open position)	G	1	Effectivity update: The information no longer applies to B-18916.
MO-21-50 21-50-08B Pack Ram Air Outlet Door (deactivated in the open position)	H	2	Effectivity update: The information no longer applies to B-18916.
MO-21-50 21-50-08A Pack 1 Ram Air Outlet Door (failed in the open position)	I	3	Effectivity update: The information now also applies to B-18916, B-18919.
MO-21-50 21-50-08B Pack 1 Ram Air Outlet Door (deactivated in the open position)	J	4	Effectivity update: The information now also applies to B-18916, B-18919.
MO-21-50 21-50-09A Pack 2 Ram Air Outlet Door	K	5	Effectivity update: The information now also applies to B-18916, B-18919.
MO-28-31 28-31-02B Defuel Jettison Valve	A	1	Effectivity update: The information no longer applies to all ACN.
MO-28-31 28-31-03A Jettison Valve	B	2	Effectivity update: The information no longer applies to all ACN.
MO-29-10 29-10-01A Green Engine Driven Pump	A	1	Effectivity update: The information no longer applies to all ACN.
MO-29-10 29-10-02A Yellow Engine Driven Pump	B	3	Effectivity update: The information no longer applies to all ACN.
MO-31-02 31-02-04A LOWER LEFT Overhead Panel (211VM)	F	2	Effectivity update: The information no longer applies to all ACN.

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Localization Title	Toc Index	ID	Reason
MO-31-19 31-19-03A VIDEO pb on the ECP	B	2	Effectivity update: The information no longer applies to all ACN.
MO-31-50 31-50-01A FWS 2	A	1	Effectivity update: The information no longer applies to all ACN.
MO-31-66 31-66-01A CMV (one CMV inoperative and associated OIS display available)	A	2	Effectivity update: The information no longer applies to all ACN.
MO-31-66 31-66-01B CMV (one or both CMV inoperative and associated OIS display not available)	C	4	Effectivity update: The information no longer applies to all ACN.
MO-32-48 32-48-01A Brake Fan	A	1	Effectivity update: The information no longer applies to all ACN.
MO-34-71 34-71-02B TAWS	B	1	Effectivity update: The information no longer applies to all ACN.
MO-34-71 34-71-04B Terrain Functions	D	3	Effectivity update: The information no longer applies to all ACN.
MO-34-71 34-71-06B TCAS (both inoperative)	G	5	Effectivity update: The information no longer applies to all ACN.
MO-42-11 42-11-12A CPIOM J12 inoperative and no other CRDC/CPIOM inoperative	G	1	Effectivity update: The information no longer applies to all ACN.
MO-42-41 42-41-19B CRDC B04 inoperative combined with another CRDC inoperative	T	1	Effectivity update: The information now also applies to B-18919.
MO-42-41 42-41-26B CRDC B11 inoperative combined with another CRDC inoperative	AC	2	Effectivity update: The information now also applies to B-18919.
MO-42-41 42-41-28B CRDC B13 inoperative combined with another CRDC/CPIOM inoperative	AF	3	Effectivity update: The information now also applies to B-18919.
MO-46-20 46-20-06D Third EFB Stowage Box	F	1	Effectivity update: The information no longer applies to all ACN.
MO-52-10 52-10-01A Cabin Door	A	1	Effectivity update: The information no longer applies to all ACN.

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21-01-31A	AIR FLOW selector

Ident.: MO-21-01-00012458.0001001 / 08 OCT 20
Applicable to: ALL

GENERAL INFORMATION

- **When the AIR FLOW selector is stuck in the LO, NORM or MAN position:**

  The SMOKE REMOVAL procedure is not affected.

FLIGHT PREPARATION/LIMITATIONS

- **When the AIR FLOW selector is stuck in the HI position:**
  Increase the fuel consumption by 2.7 %.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 2.7 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

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21-02-01A	CABIN ALT MODE pb-sw MAN light

Ident.: MO-21-02-00012822.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the CAB PRESS SD page, check that the AUTO CAB ALT indication is displayed.

21-02-02A	CABIN V/S MODE pb-sw MAN light

Ident.: MO-21-02-00012823.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the CAB PRESS SD page, check that the AUTO CAB V/S indication is displayed.

21-02-03A	DITCHING pb-sw ON light

Ident.: MO-21-02-00012824.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

DITCHING pb-sw.. CHECK Off

Check visually that the DITCHING pb-sw is in the Off position (flush with the overhead panel).

OUTFLOW VALVE..CHECK OPEN

On the CAB PRESS SD page, confirm that at least one outflow valve indication is in the green open position to avoid any unexpected aircraft pressurization.

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21-07-01-02A	Pack Valve Position Monitoring on the BLEED SD page

Ident.: MO-21-07-01-00012491.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the BLEED SD page, the associated pack valve indication is displayed amber XX.

DURING COCKPIT PREPARATION

- **When the air conditioning packs are on:**

  Check the closure function of the associated pack valves

  - PACK 1(2) pb-sw (affected pack)........ OFF
  - On the BLEED SD page, check that the associated pack flow (green needle) is at zero (full left position).
  - PACK 1(2) pb-sw (affected pack)........ On

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21-07-03-01A	Hot Air Valve Position Monitoring on the COND SD page

Ident.: MO-21-07-03-00012467.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the COND SD page, the associated hot air valve indication is displayed amber XX.

DURING COCKPIT PREPARATION

- **When the air conditioning packs are on:**

  Check the closure function of the associated pack valves

  - PACK 1(2) pb-sw (associated pack).. OFF
  - On the BLEED SD page, check that the pack valve indication is displayed amber closed.
  - PACK 1(2) pb-sw (associated pack)..On

21-07-03-02A	Cockpit Temperature Monitoring on the COND SD page

Ident.: MO-21-07-03-00012468.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the COND SD page, the cockpit temperature indication is displayed amber XX.
The cockpit temperature can still be adjusted normally using the COCKPIT selector on the AIR overhead panel.

21-07-03-03A	Cabin Zone Temperature Monitoring on the COND SD page

Ident.: MO-21-07-03-00020598.0001001 / 04 JUL 19
Applicable to: ALL

GENERAL INFORMATION

On the COND SD page, the cabin temperature indication for the affected zone is displayed amber XX.
The cabin temperature can still be adjusted using the CABIN selector on the AIR overhead panel or from the cabin using the FAP.

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21-09-03A	AIR PRESS LO ON FUEL INERTING 1(2) Message

Ident.: MO-21-09-00023583.0001001 / 01 DEC 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is present for the associated fuel inerting system:
- AIR TEMP CTL VLV ON FUEL INERTING 1(2)
- AIR TURB VLV ON FUEL INERTING 1(2)

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21-21-01B Cabin Fan

Ident.: MO-21-21-00017725.0002001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The ventilation and the temperature control in the FWD cargo compartment is not available.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed to ensure that both air conditioning packs are operative:
- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED
- AIR PACK 1(2) TEMP CTL VLV
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) VLV 1(2) OPEN (CLOSED)
- AIR PACK 1(2) VLV 1(2) POS MONITORING

FWD TEMP REGUL selector.. OFF

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21-23-01A	Lavatory and Galley Extraction System (air extraction not available)

Ident.: MO-21-23-00012484.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

The cabin temperature zone indications are indicated amber XX on the COND SD page.

The cabin temperature control can still be manually adjusted through:
1. The CABIN selector, or
2. The Flight Attendant Panel (FAP).

21-23-01B	Lavatory & Galley Extraction System (air extraction available in flight)

Ident.: MO-21-23-00017838.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

The cabin temperature zone indications are indicated amber XX on the COND SD page.

The cabin temperature control can still be manually adjusted through:
1. The CABIN selector, or
2. The Flight Attendant Panel (FAP).

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed.
Check that both air conditioning packs are operative:

On the DISPATCH page, check that none of the following messages is displayed:
- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED
- AIR PACK 1(2) TEMP CTL VLV
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) VLV 1(2) OPEN (CLOSED)
- AIR PACK 1(2) VLV 1(2) POS MONITORING

21-23-02A	Lavatory and Galley Extraction Fan

Ident.: MO-21-23-00017857.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On ground, the cabin temperature zone indications are indicated amber XX on the COND SD page.

The cabin temperature control can still be manually adjusted through:
1. The CABIN selector, or
2. The Flight Attendant Panel (FAP).

In flight, the cabin temperature indications are not affected. The cabin temperature can be controlled automatically (by setting a temperature target on the FAP).

21-23-03C	Lavatory and Galley Isolation Valve

Ident.: MO-21-23-00012483.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the VENT AVNCS OVBD VLV SMALL FLAP OPEN message is not displayed.
Check that both air conditioning packs are operative:

On the DISPATCH page, check that none of the following messages is displayed:
- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED
- AIR PACK 1(2) TEMP CTL VLV
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) VLV 1(2) OPEN (CLOSED)
- AIR PACK 1(2) VLV 1(2) POS MONITORING

21-25-01A	Pack Bay Ventilation (one inoperative)

Ident.: MO-21-25-00012766.0001001 / 11 SEP 20
Applicable to: ALL

DURING COCKPIT PREPARATION

PACK (associated) pb-sw.......................................OFF

Takeoff must be performed with the associated air conditioning pack set to off.

AFTER TAKEOFF, AT SLATS RETRACTION

PACK (associated) pb-sw.......................................ON

Note: *If MEL item 21-50-01 "Air Conditioning Pack" is also applied on the same pack, keep the inoperative PACK OFF after the slats retraction and during the whole flight.*

AFTER LANDING

When the AIR PACK 1(2) BAY VENT FAULT alert is displayed, apply the associated ECAM procedure.

21-25-01B	Pack Bay Ventilation (both inoperative)

Ident.: MO-21-25-00025281.0001001 / 11 SEP 20
Applicable to: ALL

GENERAL INFORMATION

On ground with passengers on board, it is recommended not to exceed 20 min without air conditioning, because comfort may be affected.

DURING COCKPIT PREPARATION

PACK 1 pb-sw.......................................OFF
PACK 2 pb-sw.......................................OFF

Takeoff must be performed with both air conditioning packs set to off.

AFTER TAKEOFF, AT SLATS RETRACTION

PACK 1 pb-sw.......................................ON
PACK 2 pb-sw.......................................ON

Note: *If MEL item 21-50-01 "Air Conditioning Pack" is also applied on one or both packs, keep the inoperative PACK(s) OFF after the slats retraction and during the whole flight.*

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AFTER LANDING

When the AIR PACK 1+2 BAY VENT FAULT alert is displayed, apply the associated ECAM procedure.

21-26-02A	Avionics Blowing Degraded (one degraded)

Ident.: MO-21-26-00017850.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND

Avionics ventilation should be provided from the air conditioning pack or from an air conditioning unit.

21-26-02B	Avionics Blowing Degraded (both degraded)

Ident.: MO-21-26-00017851.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed to ensure that both air conditioning packs are operative:
- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED
- AIR PACK 1(2) TEMP CTL VLV
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) VLV 1(2) OPEN (CLOSED)
- AIR PACK 1(2) VLV 1(2) POS MONITORING

ON GROUND

Avionics ventilation should be provided from the air conditioning pack or from an air conditioning unit.

21-26-03A	Avionics Blowing Fan (one inoperative)

Ident.: MO-21-26-00017852.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND

Avionics ventilation should be provided from the air conditioning pack or from an air conditioning unit.

21-26-03B	Avionics Blowing Fan (both inoperative)

Ident.: MO-21-26-00017853.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed to ensure that both air conditioning packs are operative:

- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED
- AIR PACK 1(2) TEMP CTL VLV
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) VLV 1(2) OPEN (CLOSED)
- AIR PACK 1(2) VLV 1(2) POS MONITORING

ON GROUND

Avionics ventilation should be provided from the air conditioning pack or from an air conditioning unit.

21-26-04A	Avionics Blowing System (one inoperative)

Ident.: MO-21-26-00012485.0001001 / 04 OCT 18
Applicable to: ALL

DURING COCKPIT PREPARATION

- PACK 1(2) pb-sw.....................On
- CAB FANS pb-sw.....................On
- On the DISPATCH page, check that the VENT AVNCS L(R)(L+R) BLOWING message is not displayed.

ON GROUND

Avionics ventilation should be provided from the air conditioning pack or from an air conditioning unit.

21-26-04B	Avionics Blowing System (both inoperative)

Ident.: MO-21-26-00017854.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed to ensure that both air conditioning packs are operative:
- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED
- AIR PACK 1(2) TEMP CTL VLV
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) VLV 1(2) OPEN (CLOSED)
- AIR PACK 1(2) VLV 1(2) POS MONITORING

- PACK 1(2) pb-sw....................On
- CAB FANS pb-sw....................On
- On the DISPATCH page, check that the VENT AVNCS L(R)(L+R) BLOWING message is not displayed.

ON GROUND

Avionics ventilation should be provided from the air conditioning pack or from an air conditioning unit.

21-26-06B	Avionics Extraction Fan

Ident.: MO-21-26-00012487.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

As avionics extraction is inoperative on ground, limit taxi/transit to 30 min, in the case the outside air temperature is above 40 °C.

DURING COCKPIT PREPARATION

- AVNCS EXTRACT pb-sw....................OVRD
- On the DISPATCH page, check that the VENT AVNCS EXTRACT message is not displayed.

21-26-09C	Avionics Inboard Valve

Ident.: MO-21-26-00012488.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

- AVNCS EXTRACT pb-sw.. OVRD
- On the DISPATCH page, check that the VENT AVNCS EXTRACT message is not displayed.

21-26-11B	Avionics Overboard Valve Big Flap (set and checked in the closed position)

Ident.: MO-21-26-00012489.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

- AVNCS EXTRACT pb-sw.. OVRD
- On the WD, check that the VENT AVNCS OVBD VLV FAULT alert is not displayed.

● **If the VENT AVNCS OVBD VLV FAULTalert is still displayed on the WD:**

EXTERIOR WALKAROUND

AVIONICS VENTILATION OVERBOARD VALVE BIG FLAP .... CHECK CLOSED

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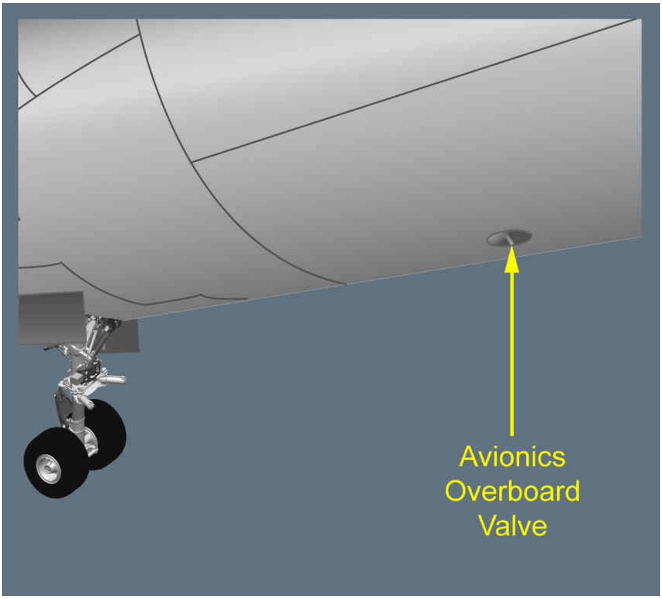
Localization of the Avionics Overboard Valve



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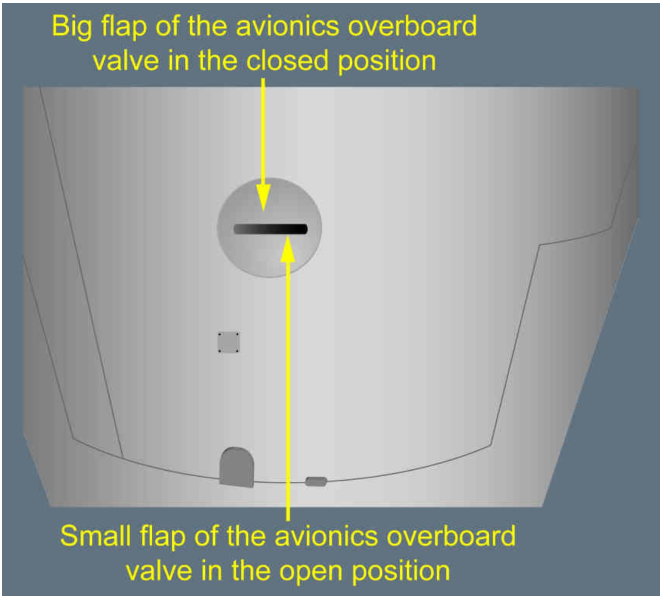
Avionics Overboard Valve with Small Flap in the Open Position



The avionics overboard small flap is in the open position.

21-26-11C	Avionics Overboard Valve Big Flap (inoperative in the open position)

Ident.: MO-21-26-00025183.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

21-26-12A	Avionics Overboard Valve Small Flap (inoperative in the closed position)

Ident.: MO-21-26-00012490.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the CAB PRESS FWD OUTFLOW VLV CTL message is not displayed.

Intentionally left blank

21-28-01A — BULK Cargo Compartment Extraction Fan

Ident.: MO-21-28-00012806.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The ventilation and the temperature control in the BULK cargo compartment is not available.

Ensure that the BULK cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

21-28-02A 21-28-02B — BULK Cargo Compartment Isolation Valve

Ident.: MO-21-28-00012807.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

After the deactivation of the affected valve in the closed position, the display of the BULK cargo compartment isolation valve may remain indicated amber open on the COND SD page.

FLIGHT PREPARATION/LIMITATIONS

The ventilation and the temperature control in the BULK cargo compartment is not available.

Ensure that the BULK cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

BULK ISOL VALVES pb-sw.. OFF

21-28-03B — BULK Cargo Compartment Extraction Fan Shutoff Function

Ident.: MO-21-28-00012808.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The ventilation and the temperature control in the BULK cargo compartment is not available.

Ensure that the BULK cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

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In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

BULK ISOL VALVES pb-sw.. OFF

21-28-05A	FWD Cargo Compartment Extraction fan

Ident.: MO-21-28-00012809.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The ventilation and the temperature control in the FWD cargo compartment is not available.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

FWD ISOL VALVES pb-sw.. OFF

21-28-06A 21-28-06B	FWD Cargo Compartment Isolation Valve

Ident.: MO-21-28-00012810.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

After the deactivation of the affected valve in the closed position, the display of the FWD cargo compartment isolation valve may remain indicated amber open on the COND SD page.

FLIGHT PREPARATION/LIMITATIONS

- **When only one supply isolation valve is failed or deactivated in the closed position:**

  The ventilation and the temperature control in the FWD cargo compartment remains available but with a limited capacity.

- **When the extract isolation valve or both supply isolation valves are failed or deactivated in the closed position:**

  The ventilation and the temperature control in the FWD cargo compartment is not available.

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Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.

In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

- **When the extract isolation valve or both supply isolation valves are failed or deactivated in the closed position:**
  FWD ISOL VALVES pb-sw....................OFF

21-28-07B	FWD Cargo Compartment Extraction Fan Shutoff Function

Ident.: MO-21-28-00012811.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The ventilation and the temperature control in the FWD cargo compartment is not available.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

FWD ISOL VALVES pb-sw....................OFF

21-28-08A	FWD Cargo Compartment Cold Air Valve

Ident.: MO-21-28-00012812.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The temperature control in the FWD cargo compartment is not available.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

21-28-14B	FWD Cargo Compartment Extraction Fan Monitoring

Ident.: MO-21-28-00025025.0003001 / 03 JUL 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The ventilation and the temperature control in the FWD cargo compartment is not available.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations or sensitive to the lack of ventilation.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

FWD ISOL VALVES pb-sw.. OFF

21-29-01A	IFE Bay Ventilation

Ident.: MO-21-29-00012816.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

IFEC pb-sw.. OFF

21-29-02B	IFE Bay Isolation

Ident.: MO-21-29-00012817.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

IFEC pb-sw.. OFF
Confirm that the IFEC pb-sw OFF light is on, or contact the cabin crew to confirm that the IFE system is switched off.

21-29-06B	Commercial Equipment Ventilation Extraction Fan

Ident.: MO-21-29-00012821.0002001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The temperature in the CCRC must be manually adjusted.

DURING COCKPIT PREPARATION

IFEC pb-sw.. OFF
Confirm that the IFEC pb-sw OFF light is on, or contact the cabin crew to confirm that the IFE system is switched off.

21-29-07B	Commercial Equipment Ventilation Extraction Fan Monitoring

Ident.: MO-21-29-00017825.0002001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The temperature in the CCRC must be manually adjusted.

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DURING COCKPIT PREPARATION

IFEC pb-sw.. OFF
Confirm that the IFEC pb-sw OFF light is on, or contact the cabin crew to confirm that the IFE system is switched off.

21-31-02A	**Automatic Cabin Pressure Control (one automatic cabin pressure control inoperative)**

Ident.: MO-21-31-00012827.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that the manual CABIN ALT MODE and one automatic cabin pressure control are operative:

- CABIN V/S MODE pb-sw....................AUTO
- CABIN ALT MODE pb-sw....................MAN
- On the CAB PRESS SD page, check that:
  - The cabin differential pressure, the cabin vertical speed, the cabin altitude and one outflow valve position are available,
  - MAN is displayed on the CAB ALT analogue scale,
  - AUTO indication disappears on the CAB V/S analogue scale.
- CABIN ALT MODE pb-sw....................AUTO
- On the DISPATCH page, check that none of the following messages is displayed:
  - CAB PRESS MAN CTL
  - CAB PRESS MAN CTL DEGRADED

- **If the CAB PRESS CAB ALT MAN CTL message is displayed:**
  - *Refer to Item 21–31–02B*.
  - *Refer to Item 21-31-05.*
- **If the CAB PRESS AUTO CTL message is displayed:**
  Refer to Item 21-31-02C.
- **If the CAB PRESS AFT(FWD) OUTFLOW VLV CTL message is displayed:**
  Refer to Item 21-31-09.
- **If other dispatch messages are displayed:**
  Refer to the applicable dispatch messages.

21-31-02B	Automatic Cabin Pressure Control (one automatic cabin pressure control inoperative and manual CABIN ALT MODE inoperative)

Ident.: MO-21-31-00017866.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that the manual CABIN V/S MODE and one automatic cabin pressure control are operative:

- CABIN ALT MODE pb-sw.......................................AUTO
- CABIN V/S MODE pb-sw.......................................MAN
- On the CAB PRESS SD page, check that:
  - The cabin differential pressure, the cabin vertical speed, the cabin altitude and one outflow valve position are available,
  - MAN is displayed on the CAB V/S analogue scale,
  - AUTO indication disappears on the CAB ALT analogue scale.
- CABIN V/S MODE pb-sw.......................................AUTO
- On the DISPATCH page, check that none of the following messages is displayed:
  - CAB PRESS CAB V/S MAN CTL
  - CAB PRESS MAN CTL
  - CAB PRESS MAN CTL DEGRADED

● **If the CAB PRESS AUTO CTL message is displayed:**

Refer to Item 21-31-02C.

● **If the CAB PRESS AFT(FWD) OUTFLOW VLV CTL message is displayed:**

Refer to Item 21-31-09.

● **If other dispatch messages are displayed:**

Refer to the applicable dispatch messages.

21-31-02C	Automatic Cabin Pressure Control (both automatic cabin pressure controls inoperative)

Ident.: MO-21-31-00017867.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and

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Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

DURING COCKPIT PREPARATION

Check that the manual CABIN ALT MODE is operative:

- CABIN V/S MODE pb-sw...AUTO
- CABIN ALT MODE pb-sw...MAN
- On the CAB PRESS SD page, check that:
  - The cabin differential pressure, the cabin vertical speed, the cabin altitude and the outflow valves positions are available,
  - MAN is displayed on the CAB ALT analogue scale,
  - AUTO indication disappears on the CAB V/S analogue scale.
- On the DISPATCH page, check that none of the following messages is displayed:
  - CAB PRESS CAB ALT MAN CTL
  - CAB PRESS MAN CTL

● **If other dispatch messages are displayed:**

Refer to the applicable dispatch messages.

Check that the manual CABIN V/S MODE is operative:

- CABIN ALT MODE pb-sw...AUTO
- CABIN V/S MODE pb-sw...MAN
- On the CAB PRESS SD page, check that:
  - The cabin differential pressure, the cabin vertical speed, the cabin altitude and the outflow valves positions are available,
  - MAN is displayed on the CAB V/S analogue scale,
  - AUTO indication disappears on the CAB ALT analogue scale.
- On the DISPATCH page, check that none of the following messages is displayed:
  - CAB PRESS CAB V/S MAN CTL
  - CAB PRESS MAN CTL

● **If other dispatch messages are displayed:**

Refer to the applicable dispatch messages.

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CABIN V/S TRGT knob.. fully UP

21-31-03A	**Cabin Pressure Sensor of Automatic Cabin Pressure Control (manual CABIN ALT MODE checked operative)**

Ident.: MO-21-31-00012828.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that the manual CABIN ALT MODE is operative:

- CABIN V/S MODE pb-sw...AUTO
- CABIN ALT MODE pb-sw...MAN
- On the CAB PRESS SD page, check that:
  - The cabin differential pressure, the cabin vertical speed, the cabin altitude and the outflow valves positions are available,
  - MAN is displayed on the CAB ALT analogue scale,
  - AUTO indication disappears on the CAB V/S analogue scale.
- CABIN ALT MODE pb-sw...AUTO
- On the DISPATCH page, check that none of the following messages is displayed:
  - CAB PRESS MAN CTL
  - CAB PRESS MAN CTL DEGRADED

● **If the CAB PRESS CAB ALT MAN CTL message is displayed:**

Refer to Item 21–31–03B.

● **If other dispatch messages are displayed:**

Refer to the applicable dispatch messages.

21-31-03B	Cabin Pressure Sensor of Automatic Cabin Pressure Control (manual CABIN ALT MODE inoperative)

Ident.: MO-21-31-00017864.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that the manual CABIN V/S MODE is operative:

- CABIN ALT MODE pb-sw.......AUTO
- CABIN V/S MODE pb-sw.......MAN
- On the CAB PRESS SD page, check that:
  - The cabin differential pressure, the cabin vertical speed, the cabin altitude and the outflow valves positions are available,
  - MAN is displayed on the CAB V/S analogue scale,
  - AUTO indication disappears on the CAB ALT analogue scale.
- CABIN V/S MODE pb-sw.......AUTO
- On the DISPATCH page, check that none of the following messages is displayed:
  - CAB PRESS CAB V/S MAN CTL
  - CAB PRESS MAN CTL
  - CAB PRESS MAN CTL DEGRADED

● **If other dispatch messages are displayed:**

Refer to the applicable dispatch messages.

21-31-05A	Manual CABIN ALT MODE (manual CABIN ALT MODE inoperative)

Ident.: MO-21-31-00012830.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

- CABIN V/S MODE pb-sw.......MAN
- CABIN V/S MODE pb-sw.......AUTO

Check on the DISPATCH page:

● **If the CAB PRESS AUTO CTL SYS 1(2) message is displayed:**

Refer to Item 21–31–02B.

● **If the CAB PRESS MAN CTL message is displayed:**

Refer to Item 21–31–04.

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- **If other messages are displayed:**

  Refer to the applicable MEL item.

21-31-05B	**Manual CABIN ALT MODE (manual CABIN ALT MODE inoperative and one automatic cabin pressure control system inoperative)**

Ident.: MO-21-31-00017869.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- CAB PRESS AUTO CTL
- CAB PRESS MAN CTL
- CAB PRESS MAN CTL DEGRADED
- CAB PRESS CAB V/S MAN CTL

Check that the manual CABIN V/S MODE is operative:

- CABIN ALT MODE pb-sw....................AUTO
- CABIN V/S MODE pb-sw....................MAN
- On the CAB PRESS SD page, check that:
  - The cabin differential pressure, the cabin vertical speed, the cabin altitude and the outflow valves positions are available,
  - MAN is displayed on the CAB V/S analogue scale
  - AUTO indication disappears on the CAB ALT analogue scale.
- CABIN V/S MODE pb-sw....................AUTO
- On the DISPATCH page, check that none of the following messages is displayed:
  - CAB PRESS AUTO CTL
  - CAB PRESS MAN CTL
  - CAB PRESS MAN CTL DEGRADED
  - CAB PRESS CAB V/S MAN CTL

- **If other dispatch messages are displayed:**

  Refer to the applicable dispatch messages.

21-31-07A	Overpressure Relief Valve (inoperative in the closed position)

Ident.: MO-21-31-00012831.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- CAB PRESS AFT(FWD) OUTFLOW VLV CTL
- CAB PRESS AFT(FWD) OUTFLOW VLV BACKUP CTL
- CAB PRESS AUTO CTL SYS 1(2)
- CAB PRESS AUTO CTL SYS 1(2) SENSOR
- CAB PRESS AUTO CTL REDUNDANCY
- CAB PRESS AUTO CTL

21-31-07B	Overpressure Relief Valve (non pressurized flight)

Ident.: MO-21-31-00017871.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

DURING COCKPIT PREPARATION

- CABIN V/S MODE pb-sw..MAN
- CABIN V/S TRGT knob..fully UP

21-31-09A	Outflow Valve Control

Ident.: MO-21-31-00012833.0001001 / 12 JAN 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- CAB PRESS AUTO CTL SYS 1 if the AFT OFV is affected
- CAB PRESS AUTO CTL SYS 2 if the FWD OFV is affected
- CAB PRESS FWD OUTFLOW VLV BACKUP CTL if the AFT OFV is affected
- CAB PRESS AFT OUTFLOW VLV BACKUP CTL if the FWD OFV is affected
- CAB PRESS AUTO CTL

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- CAB PRESS CAB ALT MAN CTL
- CAB PRESS CAB V/S MAN CTL
- CAB PRESS MAN CTL
- CAB PRESS MAN CTL DEGRADED

Check that the manual CABIN ALT MODE is operative:

- CABIN V/S MODE pb-sw..AUTO
- CABIN ALT MODE pb-sw..MAN
- On the CAB PRESS SD page, check that:
  - The cabin differential pressure, the cabin vertical speed, the cabin altitude and the position of the operative outflow valve are available,

    Note: When a manual cabin pressure mode is activated, the inoperative outflow valve is displayed amber XX (indication not valid).

  - MAN is displayed on the CAB ALT analogue scale,
  - AUTO indication disappears on the CAB V/S analogue scale.
- CABIN ALT MODE pb-sw..AUTO

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Check that the manual CABIN V/S MODE is operative:

- CABIN V/S MODE pb-sw...MAN
- On the CAB PRESS SD page, check that:
  - The cabin differential pressure, the cabin vertical speed, the cabin altitude and the position of the operative outflow valve are available,

    Note: When a manual cabin pressure mode is activated, the inoperative outflow valve is displayed amber XX (indication not valid).

  - MAN is displayed on the CAB V/S analogue scale,
  - AUTO indication disappears on the CAB ALT analogue scale.
- CABIN V/S MODE pb-sw...AUTO
- On the DISPATCH page, check that none of the following messages is displayed:
  - CAB PRESS AUTO CTL SYS 1 if the AFT OFV is affected
  - CAB PRESS AUTO CTL SYS 2 if the FWD OFV is affected
  - CAB PRESS FWD OUTFLOW VLV BACKUP CTL if the AFT OFV is affected
  - CAB PRESS AFT OUTFLOW VLV BACKUP CTL if the FWD OFV is affected
  - CAB PRESS AUTO CTL
  - CAB PRESS CAB ALT MAN CTL
  - CAB PRESS CAB V/S MAN CTL
  - CAB PRESS MAN CTL
  - CAB PRESS MAN CTL DEGRADED

Note: After application of the maintenance procedure:

- *The following additional dispatch messages are displayed on the DISPATCH page:*
  - *CAB PRESS AUTO CTL SYS 1(2) for the affected FWD(AFT) OFV,*
  - *COND EMER RAM AIR TEST.*
- *The affected outflow valve is displayed:*
  - *Amber (in any position) on the CAB PRESS SD page in automatic mode,*
  - *Amber XX on the CAB PRESS SD page if one of the manual modes is active (CABIN ALT MODE or CABIN V/S MODE).*

21-31-10A	Negative Relief Valve

Ident.: MO-21-31-00012834.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

DURING COCKPIT PREPARATION

- CABIN V/S MODE pb-sw...MAN
- CABIN V/S TRGT knob...fully UP

21-31-11A	Emergency Ram Air Test (both air conditioning packs checked operative)

Ident.: MO-21-31-00012835.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed to ensure that both air conditioning packs are operative:
- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) VLV 1(2) OPEN (CLOSED)
- AIR PACK 1(2) TEMP CTL VLV
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) VLV 1(2) POS MONITORING
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED

21-50-01A	Air Conditioning Pack (associated pack valves closed)

Ident.: MO-21-50-00012459.0004001 / 27 SEP 19
Applicable to: ALL

GENERAL INFORMATION

Depending on the failure, the COND MIXER PRESS LO message may be displayed on the DISPATCH page.
On ground, with passenger on board, it is recommended not to exceed 25 min without air conditioning, because comfort may be affected.

FLIGHT PREPARATION/LIMITATIONS

The FWD cargo compartment temperature control is not available.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

The FWD cargo compartment temperature control is not available.

FWD TEMP REGUL selector...OFF
PACK 1(2) pb-sw (inoperative)...OFF
On the BLEED SD page, check that the associated pack valve indication is displayed amber closed.

On the DISPATCH page, check that none of the following messages is displayed for the operative pack:
- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) VLV 1(2) CLOSED
- AIR PACK 1(2) VLV 1(2) OPEN
- AIR PACK 1(2) FLOW SENSOR
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) CTL VLV
- AIR PACK 1(2) RAM AIR INLET DOOR OPEN
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR OPEN
- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED
- AIR PACK 1(2) REGUL REDUNDANCY
- AIR PACK 1(2) REGUL DEGRADED

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- AIR PACK 1(2) CTL 1(2)
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) VLV 1(2) POS MONITORING

21-50-01B	Air Conditioning Pack (associated pack valves deactivated closed)

Ident.: MO-21-50-00012717.0004001 / 27 SEP 19
Applicable to: ALL

GENERAL INFORMATION

Depending on the failure, the COND MIXER PRESS LO message may be displayed on the DISPATCH page.
On ground, with passenger on board, it is recommended not to exceed 25 min without air conditioning, because comfort may be affected.

FLIGHT PREPARATION/LIMITATIONS

The FWD cargo compartment temperature control is not available.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

The FWD cargo compartment temperature control is not available.

FWD TEMP REGUL selector.. OFF
PACK 1(2) pb-sw (inoperative).. OFF

On the DISPATCH page, check that none of the following messages is displayed for the operative pack:
- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) VLV 1(2) CLOSED
- AIR PACK 1(2) VLV 1(2) OPEN
- AIR PACK 1(2) FLOW SENSOR
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) CTL VLV
- AIR PACK 1(2) RAM AIR INLET DOOR OPEN
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR OPEN

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- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED
- AIR PACK 1(2) REGUL REDUNDANCY
- AIR PACK 1(2) REGUL DEGRADED
- AIR PACK 1(2) CTL 1(2)
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) VLV 1(2) POS MONITORING

21-50-05A	Pack Temperature Regulation

Ident.: MO-21-50-00012461.0001001 / 11 SEP 20
Applicable to: ALL

GENERAL INFORMATION

Depending on the failure, the COND MIXER PRESS LO message may be displayed on the DISPATCH page.

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed for the operative pack:
- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) VLV 1(2) CLOSED
- AIR PACK 1(2) VLV 1(2) OPEN
- AIR PACK 1(2) FLOW SENSOR
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) CTL VLV
- AIR PACK 1(2) RAM AIR INLET DOOR OPEN
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR OPEN
- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED
- AIR PACK 1(2) REGUL REDUNDANCY
- AIR PACK 1(2) REGUL DEGRADED
- AIR PACK 1(2) CTL 1(2)
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) VLV 1(2) POS MONITORING

ON GROUND

PACK 1(2) pb-sw (affected pack)....................OFF

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IN FLIGHT

PACK 1(2) pb-sw (affected pack) .... ON

Note: *If MEL item 21-50-01 "Air Conditioning Pack" is also applied on the same pack, keep the inoperative PACK OFF when in flight and during the whole flight.*

21-50-06A	Pack Temperature Control Valve

Ident.: MO-21-50-00012462.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed for the operative pack:
- AIR PACK 1(2)
- AIR PACK 1(2) OVHT
- AIR PACK 1(2) VLV 1(2) CLOSED
- AIR PACK 1(2) VLV 1(2) OPEN
- AIR PACK 1(2) FLOW SENSOR
- AIR PACK 1(2) TEMP REGUL
- AIR PACK 1(2) CTL VLV
- AIR PACK 1(2) RAM AIR INLET DOOR OPEN
- AIR PACK 1(2) RAM AIR INLET DOOR CLOSED
- AIR PACK 1(2) RAM AIR OUTLET DOOR OPEN
- AIR PACK 1(2) RAM AIR OUTLET DOOR CLOSED
- AIR PACK 1(2) REGUL REDUNDANCY
- AIR PACK 1(2) REGUL DEGRADED
- AIR PACK 1(2) CTL 1(2)
- AIR PACK 1(2) TEMP MONITORING
- AIR PACK 1(2) VLV 1(2) POS MONITORING

21-50-07A	Pack Ram Air Inlet Door (failed in the open position)

Ident.: MO-21-50-00012463.0001001 / 06 AUG 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

■ **If one pack ram air inlet door is failed in the open position:**

Increase the fuel consumption by 0.5 %.

Reduce the OEI en-route performance limiting weight by 810 kg (1 785 lb) or 0.32 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 200 ft (60 m) net ceiling penalty.*

■ **If both pack ram air inlet doors are failed in the open position:**

Increase the fuel consumption by 1 %.

Reduce the OEI en-route performance limiting weight by 1 620 kg (3 570 lb) or 0.64 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 400 ft (120 m) net ceiling penalty.*

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction and depending on the failure case, add the 0.5 % FUEL PENALTY or add the 1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

21-50-07B	Pack Ram Air Inlet Door (deactivated in the open position)

Ident.: MO-21-50-00025522.0001001 / 08 APR 21
Applicable to: ALL

GENERAL INFORMATION

● **After application of the maintenance procedure:**

The AIR PACK 1(2) RAM AIR DOOR INLET message may be displayed on the DISPATCH page.

The AIR PACK 1(2) REGUL FAULT alert may be displayed on the WD.

The PACK 1(2) and associated REGUL indication may be displayed amber on the BLEED SD page.

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FLIGHT PREPARATION/LIMITATIONS

- **If one pack ram air inlet door is deactivated in the open position:**

  Increase the fuel consumption by 0.5 %.

  Reduce the OEI en-route performance limiting weight by 810 kg (1 785 lb) or 0.32 % whichever is lower.

  Note: This weight decrement penalty corresponds to a 200 ft (60 m) net ceiling penalty.

- **If both pack ram air inlet doors are deactivated in the open position:**

  Increase the fuel consumption by 1 %.

  Reduce the OEI en-route performance limiting weight by 1 620 kg (3 570 lb) or 0.64 % whichever is lower.

  Note: This weight decrement penalty corresponds to a 400 ft (120 m) net ceiling penalty.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction and depending on the failure case, add the 0.5 % FUEL PENALTY or add the 1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

21-50-08A	Pack Ram Air Outlet Door (failed in the open position)

Ident.: MO-21-50-00012464.0001001 / 08 OCT 20

1 **Applicable to: B-18917, B-18918**

FLIGHT PREPARATION/LIMITATIONS

- **If one pack ram air outlet door is failed in the open position:**

  Increase the fuel consumption by 2 %.

  Reduce the OEI en-route performance limiting weight by 4 330 kg (9 546 lb) or 1.4 % whichever is lower.

  Note: This weight decrement penalty corresponds to a 1 150 ft (351 m) net ceiling penalty.

- **If both pack ram air outlet doors are failed in the open position:**

  Increase the fuel consumption by 4 %.

  Reduce the OEI en-route performance limiting weight by 8 660 kg (19 092 lb) or 2.8 % whichever is lower.

  Note: This weight decrement penalty corresponds to a 2 300 ft (702 m) net ceiling penalty.

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DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction and depending on the failure case, add the 2 % FUEL PENALTY or add the 4 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

21-50-08B	Pack Ram Air Outlet Door (deactivated in the open position)

Ident.: MO-21-50-00021444.0001001 / 08 OCT 20

2 **Applicable to: B-18917, B-18918**

FLIGHT PREPARATION/LIMITATIONS

- **If one pack ram air outlet door is deactivated in the open position:**

  Increase the fuel consumption by 1.1 %.

  Reduce the OEI en-route performance limiting weight by 1 770 kg (3 910 lb) or 0.71 % whichever is lower.

  Note: This weight decrement penalty corresponds to a 390 ft (120 m) net ceiling penalty.

- **If both pack ram air outlet doors are deactivated in the open position:**

  Increase the fuel consumption by 2.1 %.

  Reduce the OEI en-route performance limiting weight by 3 540 kg (7 820 lb) or 1.42 % whichever is lower.

  Note: This weight decrement penalty corresponds to a 780 ft (240 m) net ceiling penalty.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction and depending on the failure case, add the 1.1 % FUEL PENALTY or add the 2.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

21-50-08A	Pack 1 Ram Air Outlet Door (failed in the open position)

Ident.: MO-21-50-00025198.0004001 / 08 OCT 20
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18919**

FLIGHT PREPARATION/LIMITATIONS

Increase the fuel consumption by 2 %.
Reduce the OEI en-route performance limiting weight by 4 330 kg (9 546 lb) or 1.4 % whichever is lower.

Note: This weight decrement penalty corresponds to a 1 150 ft (351 m) net ceiling penalty.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT
To update the FMS fuel prediction, add the 2 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

21-50-08B	Pack 1 Ram Air Outlet Door (deactivated in the open position)

Ident.: MO-21-50-00025197.0002001 / 08 OCT 20
4 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18919**

FLIGHT PREPARATION/LIMITATIONS

Increase the fuel consumption by 1.1 %.
Reduce the OEI en-route performance limiting weight by 1 770 kg (3 910 lb) or 0.71 % whichever is lower.

Note: This weight decrement penalty corresponds to a 390 ft (120 m) net ceiling penalty.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT
To update the FMS fuel prediction, add the 1.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

21-50-09A	Pack 2 Ram Air Outlet Door

Ident.: MO-21-50-00025113.0001001 / 08 OCT 20
5 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18919**

FLIGHT PREPARATION/LIMITATIONS

Increase the fuel consumption by 1.1 %.
Reduce the OEI en-route performance limiting weight by 1 770 kg (3 910 lb) or 0.71 % whichever is lower.

Note: This weight decrement penalty corresponds to a 390 ft (120 m) net ceiling penalty.

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following message is displayed:
- AIR PACK 1
- AIR PACK 1 OVHT
- AIR PACK 1 RAM AIR INLET DOOR CLOSED
- AIR PACK 1 RAM AIR OUTLET DOOR CLOSED

FMS FUEL PENALTY.. INSERT
To update the FMS fuel prediction, add the 1.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

ON GROUND OR IN FLIGHT

Depending on conditions, the AIR PACK 2 OVHT alert may be displayed on the WD.

In order to prevent the display of the AIR PACK 2 OVHT alert, the flight crew may consider to turn OFF the air conditioning pack 2 on ground.

- **If the AIR PACK 2 OVHT alert is displayed:**
  Apply the ECAM procedure.

21-50-10A	Pack Control Channel

Ident.: MO-21-50-00012465.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the BLEED SD page, the associated pack valve indication is displayed amber XX.

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DURING COCKPIT PREPARATION

- **When the air conditioning packs are on:**

  Check the closure function of the associated pack valves

  - PACK 1(2) pb-sw (affected pack).. OFF
  - On the BLEED SD page, check that the associated pack flow (green needle) is at zero (full left position).
  - PACK 1(2) pb-sw (affected pack).. On

21-50-12A	Pack Control Redundancy

Ident.: MO-21-50-00022851.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- AIR PACK 1 CTL 1
- AIR PACK 1 CTL 2
- AIR PACK 2 CTL 1
- AIR PACK 2 CTL 2

21-55-01A	Emergency Ram Air Inlet (failed in the fully open position)

Ident.: MO-21-55-00012466.0001001 / 08 OCT 20
Applicable to: ALL

GENERAL INFORMATION

On the COND SD page, the RAM AIR indication is displayed open amber.

FLIGHT PREPARATION/LIMITATIONS

Increase the fuel consumption by 1 %.
Reduce the OEI en-route performance limiting weight by 1 740 kg (3 840 lb) or 0.70 % whichever is lower.

Note: This weight decrement penalty corresponds to a 382 ft (117 m) net ceiling penalty.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

21-55-01B	Emergency Ram Air Inlet (deactivated in the fully open position)

Ident.: MO-21-55-00012718.0001001 / 08 OCT 20
Applicable to: ALL

GENERAL INFORMATION

On the COND SD page, the RAM AIR indication is displayed partially open amber.

FLIGHT PREPARATION/LIMITATIONS

Increase the fuel consumption by 1 %.
Reduce the OEI en-route performance limiting weight by 1 750 kg (3 860 lb) or 0.70 % whichever is lower.

Note: This weight decrement penalty corresponds to a 390 ft (119 m) net ceiling penalty.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

Intentionally left blank

21-58-02A	Fuel Inerting Inlet Valve Flap

Ident.: MO-21-58-00012776.0002001 / 01 DEC 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is present for the associated fuel inerting system:

- AIR OVHT ON FUEL INERTING 1(2)
- AIR TEMP CTL VLV ON FUEL INERTING 1(2)
- AIR TURB VLV ON FUEL INERTING 1(2)
- AIR PRESS LO ON FUEL INERTING 1(2)

Intentionally left blank

21-60-01A Hot Air System

Ident.: MO-21-60-00012469.0007001 / 28 APR 23
Applicable to: ALL

GENERAL INFORMATION

- **When the hot air system 1 is inoperative:**

  The cabin area temperature regulation may be degraded in the affected zones.

  The FCRC temperature control is lost.

  The FWD cargo compartment temperature control is lost.

  Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.

  In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

- **When the hot air system 2 is inoperative:**

  The cabin area temperature regulation may be degraded in the affected zones.

  The CCRC temperature control is lost.

- **When both hot air systems are inoperative:**

  The cabin area temperature regulation may be degraded in the affected zones.

  The FCRC temperature control is lost.

  The CCRC temperature control is lost.

  The FWD cargo compartment temperature control is lost.

  Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.

  In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

21-60-02A 21-60-02B Hot Air Valve

Ident.: MO-21-60-00012470.0007001 / 28 APR 23
Applicable to: ALL

GENERAL INFORMATION

- **When both hot air valves are failed or deactivated in the closed position:**

  The cabin temperature regulation is degraded.

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The FCRC temperature control is lost.

The CCRC temperature control is lost.

The FWD cargo compartment temperature control is lost.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.

In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

21-60-03A	Hot Air Valve Pressure Regulation (all pack control channels operative)

Ident.: MO-21-60-00020605.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages are displayed:
- AIR PACK 1 CTL 1
- AIR PACK 1 CTL 2
- AIR PACK 2 CTL 1
- AIR PACK 2 CTL 2

21-60-03B	Hot Air Valve Pressure Regulation (hot air valve deactivated closed)

Ident.: MO-21-60-00020606.0007001 / 28 APR 23
Applicable to: ALL

GENERAL INFORMATION

- **When both hot air valves are deactivated in the closed position:**

The cabin temperature regulation is degraded.

The FCRC temperature control is lost.

The CCRC temperature control is lost.

The FWD cargo compartment temperature control is lost.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.

In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

21-60-04A **21-60-04B**	**Cockpit and Cabin Temperature Control**

Ident.: MO-21-60-00012471.0001001 / 12 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The temperature control in the affected zone is degraded and this may lead to discomfort.

The trim air valve of the affected zone may be indicated by the H▽ symbol on the COND SD page.

21-60-05A **21-60-05B**	**Crew Rest Compartment Temperature Control**

Ident.: MO-21-60-00012472.0001001 / 12 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The temperature control in the affected crew rest compartment is not available and this may lead to discomfort.

The trim air valve of the affected zone may be indicated by the H▽ symbol on the COND SD page.

21-60-06A	**FWD Cargo Temperature Control**

Ident.: MO-21-60-00012474.0001001 / 30 APR 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The temperature control in the FWD cargo compartment is not available or degraded.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

The trim air valve of the affected zone may be indicated by the H▽ symbol on the COND SD page.

21-60-07A	FWD Cargo Trim Air Valve (hot air valves closure function operative)

Ident.: MO-21-60-00012475.0001001 / 30 APR 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The temperature control in the FWD cargo compartment is not available.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

The trim air valve of the affected zone may be indicated by the symbol on the COND SD page.

DURING COCKPIT PREPARATION

- **When the air conditioning packs are on:**

  Check the closure function of the hot air valves

  - HOT AIR 1 pb-sw....................OFF
  - HOT AIR 2 pb-sw....................OFF
  - On the COND SD page, check that both hot air valves indications are displayed amber closed.
  - HOT AIR 1 pb-sw....................On
  - HOT AIR 2 pb-sw....................On

Do not set the FWD cargo compartment TEMP REGUL selector to OFF, otherwise the hot air system 1 will be commanded closed with associated cabin discomfort.

21-60-07B	FWD Cargo Trim Air Valve (FWD cargo trim air valve deactivated closed)

Ident.: MO-21-60-00013042.0001001 / 30 APR 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The temperature control in the FWD cargo compartment is not available.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.

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In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

The trim air valve of the affected zone may be indicated by the H▽ symbol on the COND SD page.

21-60-08A **21-60-08B**	**BULK Cargo Heater**

Ident.: MO-21-60-00012476.0001001 / 27 DEC 19
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The temperature control in the BULK cargo compartment is not available.

Ensure that the BULK cargo compartment does not contain materials sensitive to important temperature variations.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

BULK HEATER pb-sw..OFF

21-60-09A	**Cabin Temperature Selection on FAP**

Ident.: MO-21-60-00012477.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Adjust the cabin temperature using the CABIN selector on the AIR overhead panel.

The selected temperature is identical for all cabin zones.

21-60-12A	FWD Cargo Overheat Detection (all pack control channels operative)

Ident.: MO-21-60-00020610.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages are displayed:
- AIR PACK 1 CTL 1
- AIR PACK 1 CTL 2

21-60-12B	FWD Cargo Overheat Detection (FWD cargo trim air valve deactivated closed)

Ident.: MO-21-60-00020611.0001001 / 27 DEC 19
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The temperature control in the FWD cargo compartment is not available.

Ensure that the FWD cargo compartment does not contain materials sensitive to important temperature variations.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

22-09-02A	FUEL CG DATA DISAGREE > 13% Message

Ident.: MO-22-09-00021141.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The maximum approach and landing capability is APPR1

22-09-04A	F/CTL PRIMs PIN PROG DISAGREE Message

Ident.: MO-22-09-00020810.0001001 / 13 APR 16
Applicable to: ALL

IN FLIGHT

If the case of TCAS RA, the flight crew must be prepared to disconnect the AP, and manually follows the TCAS guidances. For more information, *Refer to FCOM/FCOM/Procedures/Abnormal and Emergency Procedures/SURV [MEM] TCAS WARNING - RESOLUTION ADVISORY*

GO-AROUND

For go-around set and maintain TOGA thrust, until thrust reduction can be applied.
Soft go-around technique is not permitted.

Intentionally left blank

22-10-01A	AP (one inoperative)

Ident.: MO-22-10-00020815.0001001 / 07 OCT 21
Applicable to: ALL

GENERAL

Use the appropriate AP 1(2) pb to engage the operative AP function.

FLIGHT PREPARATION / LIMITATIONS

RNP AR operations strictly below 0.3 NM are not permitted.
The maximum approach and landing capability is LAND3 SINGLE.

22-10-01B	AP (both inoperative)

Ident.: MO-22-10-00020816.0001001 / 08 OCT 20
Applicable to: ALL

FLIGHT PREPARATION / LIMITATIONS

RNP AR operations strictly below 0.3 NM are not permitted.
RVSM operations are not permitted.
The maximum approach and landing capability is APPR1.

Increase of fuel consumption by 1.8 %.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 1.8 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

22-10-02A	AP/FD 1 (2)

Ident.: MO-22-10-00017827.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

- **When the AP/FD 1(2) function is lost:**
  Use AP 2(1).

FLIGHT PREPARATION/LIMITATIONS

The maximum approach and landing capability is LAND3 SINGLE.

22-10-03A	Sidesticks and Rudder Pedal Locking Devices in AP Mode (one inoperative)

Ident.: MO-22-10-00017835.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Approaches are limited to CAT I with no autoland.

22-10-03B	Sidesticks and Rudder Pedal Locking Devices in AP Mode (two or more inoperative)

Ident.: MO-22-10-00017836.0001001 / 08 OCT 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

AP must not be used.
RNP AR operations strictly below 0.3 NM are not permitted.
RVSM operations are not permitted.
The maximum approach and landing capability is APPR1.

Increase of fuel consumption by 1.8 %.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 1.8 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

22-10-04A	AUTO LAND light (one inoperative)

Ident.: MO-22-10-00017942.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

ANN LT.. TEST
Check that the remaining AUTO LAND light comes on.
ANN LT.. AS REQUIRED

22-10-04B	AUTO LAND light (both inoperative)

Ident.: MO-22-10-00017943.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Approaches are limited to CAT I with no autoland.

FOR LANDING

Disconnect the AP for landing.

22-10-05A	LAND 3 DUAL Approach and Landing Capability

Ident.: MO-22-10-00020817.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The maximum approach and landing capability is LAND3 SINGLE.

22-10-06A	LAND 3 SINGLE Approach and Landing Capability

Ident.: MO-22-10-00020818.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The maximum approach and landing capability is LAND2.

22-10-07A	AUTOLAND Approach and Landing Capability

Ident.: MO-22-10-00020819.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The maximum approach and landing capability is APPR1.

22-10-08A	Automatic Roll Out Function

Ident.: MO-22-10-00017828.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum approach and landing capability is LAND3 SINGLE.

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AFTER TOUCHDOWN

Disconnect the AP for the rollout.

22-10-09A	Go-Around Soft Function

Ident.: MO-22-10-00020820.0001001 / 13 APR 16
Applicable to: ALL

GO-AROUND

Go-around soft technique is not permitted.
For Go-Around, set and maintain TOGA thrust until thrust reduction can be applied.

22-10-10A	AP/FD TCAS Mode

Ident.: MO-22-10-00020821.0001001 / 14 APR 16
Applicable to: ALL

IN FLIGHT

In the case of TCAS RA, the flight crew must be prepared to disconnect the AP, and manually follows the TCAS guidances. *Refer to FCOM/PRO-ABN-SURV [MEM] TCAS WARNING - RESOLUTION ADVISORY*

22-10-11A	RNP AR Capability Downgraded

Ident.: MO-22-10-00020822.0001001 / 07 OCT 21
Applicable to: ALL

FLIGHT PREPARATION / LIMITATIONS

RNP AR operations strictly below 0.3 NM are not permitted.

22-10-12A	RNP AR Capability

Ident.: MO-22-10-00020823.0001001 / 07 JUL 20
Applicable to: ALL

FLIGHT PREPARATION / LIMITATIONS

RNP AR operations are not permitted.

22-10-13A	GLS AUTOLAND Approach and Landing Capability

Ident.: MO-22-10-00022726.0005001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The maximum GLS approach and landing capability is APPR1.

22-10-14A	AUTO EMER DES Function

Ident.: MO-22-10-00024011.0001001 / 21 NOV 17
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

In the case of an emergency descent, the flight crew must be prepared to initiate the descent without the AUTO EMER DES function (*Refer to FCTM/PR-AEP-MISC EMER DESCENT*).

The A350 FCTM indicates the two standard techniques to initiate the emergency descent:
- The "Turn and Pull" technique
- The AUTO EMER DES function technique.

22-10-15A	EMER DESCENT pb

Ident.: MO-22-10-00024015.0001001 / 21 NOV 17
Applicable to: ALL

GENERAL INFORMATION

In the case of an emergency descent, the flight crew must be prepared to initiate the descent without the AUTO EMER DES function (*Refer to FCTM/PR-AEP-MISC EMER DESCENT*).

Note: *When the AUTO EMER DES function is automatically armed (i.e. during countdown), the flight crew cannot disarm the AUTO EMER DES function.*

At AUTO EMER DES function automatic engagement, if an emergency descent is not required, the flight crew can disengage the EMER DES mode by one of the following techniques:
- *Engage another vertical guidance mode*
- *Disengage both AP and FD.*

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22-30-01A	Autothrust

Ident.: MO-22-30-00017886.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The ALPHA FLOOR protection is lost.

FLIGHT PREPARATION/LIMITATIONS

Maximum approach and landing capability is LAND2.

DURING COCKPIT PREPARATION

Check that the thrust lever position sensors are operative:

- **When IR alignment is completed:**

  Both THRUST LEVERS.......IDLE
  ENG 1, 2 FADEC GND PWR pb.......ON
  THRUST LEVER 1.......MOVE TO TOGA
  On the WD, check that the engine 1 small cyan circle follows the thrust lever position.
  THRUST LEVER 1.......IDLE
  THRUST LEVER 2.......MOVE TO TOGA
  On the WD, check that the engine 2 small cyan circle follows the thrust lever position.
  THRUST LEVER 2.......IDLE
  ENG 1, 2 FADEC GND PWR pb.......OFF

22-30-02A	Autothrust Instinctive Disconnect pb

Ident.: MO-22-30-00017887.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The disconnection of the autobrake via the affected autothrust instinctive disconnect pb is lost.
To disconnect the autobrake, use the remaining autothrust instinctive disconnect pb (if available), or use any other autobrake disconnection.
For more information about autobrake disconnection, *Refer to FCOM/FCOM/Aircraft Systems/Landing Gear/Braking System/System Description/Braking Function/Autobrake*.

DURING COCKPIT PREPARATION

The following test must be performed:
- When the IR alignment is completed
- Within 15 min after ENG 1, 2 FADEC GND PWR pb is set to ON.

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The following test must be performed when the IR alignment is completed.

- **If one autothrust instinctive disconnect pb is inoperative:**

  Both THRUST LEVERS.......................................CLIMB
  ENG 1, 2 FADEC GND PWR pb.......................................ON
  A/THR pb.......................................PUSH

  Check the A/THR engagement with the following indications:
  - The green light bars of the A/THR pb (if available) comes on,
  - The A/THR message is displayed on FMA.

  Operative instinctive disconnect pb ....PUSH

  Check the A/THR disconnection with the following indications:
  - The green light bars of the A/THR pb (if available) goes off,
  - The A/THR message on the FMA disappears,
  - The A/THR OFFmemo is displayed for 9 s on the PFD and on the WD.

  A/THR pb.......................................PUSH

  Check the A/THR engagement with the following indications:
  - The green light bars of the A/THR pb (if available) comes on,
  - The A/THR message is displayed on FMA.

  Both THRUST LEVERS.......................................IDLE

  Check the A/THR disconnection with the green light bars of the A/THR pb (if available) which goes off.

  ENG 1, 2 FADEC GND PWR pb.......................................OFF

- **If both autothrust instinctive disconnect pushbuttons are inoperative:**

  Both THRUST LEVERS.......................................CLIMB
  ENG 1, 2 FADEC GND PWR pb.......................................ON
  A/THR pb.......................................PUSH

  Check the A/THR engagement with the following indications:
  - The green light bars of the A/THR pb (if available) comes on,
  - The A/THR message is displayed on FMA.

  A/THR pb.......................................PUSH

  Check the A/THR disconnection with the following indications:
  - The green light bars of the A/THR pb (if available) goes off,
  - The A/THR message on FMA disappears,

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- The A/THR OFFmemo is displayed for 9 s on the PFD and on the WD,
- The AUTO FLT A/THR OFF alert appears.

A/THR pb...PUSH

Check the A/THR engagement with the following indications:
- The green light bars of the A/THR pb (if available) comes on,
- The A/THR message is displayed on FMA.

Both THRUST LEVERS..IDLE

Check the A/THR disconnection with the green light bars of the A/THR pb (if available) which goes off.

ENG 1, 2 FADEC GND PWR pb...OFF

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22-60-02A	Reactive Windshear

Ident.: MO-22-60-00020955.0001001 / 04 JUL 17
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The flight crew must ensure that windshear conditions are not likely to be encountered at departure, destination or alternate airfields, having regard to actual and forecast weather conditions.

IN FLIGHT

In the case of perceivable windshear: *Refer to FCOM/Procedures/Abnormal and Emergency Procedures/SURV/[MEM] WINDSHEAR WARNING - REACTIVE WINDSHEAR*.

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22-70-01A	Flight Management Computer (one inoperative)

Ident.: MO-22-70-00012295.0001001 / 07 OCT 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNP AR operations strictly below 0.3 NM are not permitted.

22-70-01B	Flight Management Computer (two inoperative)

1 Ident.: MO-22-70-00012296.0001001 / 07 JUL 20
Applicable to: B-18919

GENERAL INFORMATION

- **When FMC A and FMC C are inoperative:**
  AP 1 managed mode is not available.
- **When FMC B and FMC C are inoperative:**
  AP 2 managed mode is not available.

FLIGHT PREPARATION/LIMITATIONS

RNAV 10, RNP 4 and RNP 2 operations are not permitted.
RNAV 1, and RNAV 2 terminal procedures requiring two RNAV systems are not permitted.
RNP AR operations are not permitted.

22-70-02A 22-70-02B	FMS selector

Ident.: MO-22-70-00012450.0001001 / 07 JUL 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When the FMS selector is inoperative on the BOTH ON 1 or on the BOTH ON 2 position:**
  RNAV 10, RNP 4 and RNP 2 operations are not permitted.
  RNAV 1, and RNAV 2 terminal procedures requiring two RNAV systems are not permitted.
  RNP AR operations are not permitted.

22-70-03A	FMS Navigation Database

Ident.: MO-22-70-00012457.0001001 / 22 JAN 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Before departure the company shall check the out of date navigation database with the current navigation database.
The flight crew must crosscheck, as applicable, procedures (for SID, Airways, STAR, APPR) with the current aeronautical information (e-charts):

- **If the procedure intended to be flown is identical to the current aeronautical information (e-charts):**

  Use the procedure of the out of date navigation database.

- **If the navigation database procedure intended to be flown is not identical to the current aeronautical information (e-charts):**

  - RNAV and RNP procedures for SID, STAR and approaches are not permitted.
  - For conventional SID, STAR, APPR procedures, use the procedure intended to be flown by manually tuning the radio navigation aids (VOR, DME, ADF, ILS), or request the assistance of the Air Navigation Service Providers.
  - For En route operations, insert new routings according to the current airways.

22-80-01A	AFS Control Panel

Ident.: MO-22-80-00017889.0001001 / 14 APR 22
Applicable to: ALL

GENERAL INFORMATION

All AFS functions are available on the AFS CONTROL PANEL page of the MFD FCU BKUP of the CAPT or F/O.

Note: *When the AFS backup function is active, the AFS control panel is blank.*

- **If the flight crew needs to use the CAPT(F/O) OIS ON CENTER function:**
  CAPT(F/O) OIS ON CENTER pb...ON
  F/O(CAPT) DISPLAY CYCLE pb...USE
  When the CAPT(F/O) OIS ON CENTER function is used, the center lower DU does no longer display the F/O(CAPT) MFD and associated AFS backup function. Such configuration leads to trigger the AUTO FLT AFS CTL PNL + F/O(CAPT) BKUP CTL FAULT ECAM alert associated with AUTO FLT AFS CTL PNL + F/O(CAPT) BKUP CTL Dispatch Message. The use of the F/O(CAPT) DISPLAY CYCLE function enables to recover the F/O(CAPT) AFS backup function on the F/O(CAPT) outer DU and removes the ECAM alert and its associated Dispatch Message.
  - **When the flight crew does no longer need the CAPT(F/O) OIS ON CENTER:**
    CAPT(F/O) OIS ON CENTER pb...Off
    The center lower DU will automatically recover the display of the F/O(CAPT) MFD.

TAKE OFF / CLIMB / APPROACH

The AFS CONTROL PANEL page of the MFD FCU BKUP should always be displayed on the center lower display unit, during takeoff, climb, approach, and landing.

22-80-02A	AFS Control Panel and the MFD FCU BKUP of the CAPT

Ident.: MO-22-80-00017890.0001001 / 14 APR 22
Applicable to: ALL

GENERAL INFORMATION

All AFS functions are available on the AFS CONTROL PANEL page of the MFD FCU BKUP of the F/O.

Note: *When the AFS backup function is active, the AFS control panel is blank.*

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- **If the flight crew needs to use the CAPT OIS ON CENTER function:**

  CAPT OIS ON CENTER pb.. ON
  F/O DISPLAY CYCLE pb.. USE

  When the CAPT OIS ON CENTER function is used, the center lower DU does no longer display the F/O MFD and associated AFS backup function. Such configuration leads to trigger the AUTO FLT AFS CTL PNL + F/O BKUP CTL FAULT ECAM alert associated with AUTO FLT AFS CTL PNL + F/O BKUP CTL Dispatch Message. The use of the F/O DISPLAY CYCLE function enables to recover the F/O AFS backup function on the F/O outer DU and removes the ECAM alert and its associated Dispatch Message.

  - **When the flight crew does no longer need the CAPT OIS ON CENTER:**

    CAPT OIS ON CENTER pb.. Off

    The center lower DU will automatically recover the display of the F/O MFD.

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the AUTO FLT AFS CTL PNL + F/O BKUP CTL message is not displayed.

TAKE OFF / CLIMB / APPROACH

The AFS CONTROL PANEL page of the MFD FCU BKUP should always be displayed on the center lower display unit, during takeoff, climb, approach, and landing.

22-80-03A	AFS Control Panel and the MFD FCU BKUP of the F/O

Ident.: MO-22-80-00017891.0001001 / 14 APR 22
Applicable to: ALL

GENERAL INFORMATION

All AFS functions are available on the AFS CONTROL PANEL page of the MFD FCU BKUP of the CAPT.

Note: *When the AFS backup function is active, the AFS control panel is blank.*

- **If the flight crew needs to use the F/O OIS ON CENTER function:**

  F/O OIS ON CENTER pb.. ON
  CAPT DISPLAY CYCLE pb.. USE

  When the F/O OIS ON CENTER function is used, the center lower DU does no longer display the CAPT MFD and associated AFS backup function. Such configuration leads to trigger the AUTO FLT AFS CTL PNL + CAPT BKUP CTL FAULT ECAM alert associated with AUTO FLT AFS CTL PNL + CAPT BKUP CTL Dispatch Message. The use of the CAPT DISPLAY

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CYCLE function enables to recover the CAPT AFS backup function on the CAPT outer DU and removes the ECAM alert and its associated Dispatch Message.

- **When the flight crew does no longer need the F/O OIS ON CENTER:**
  F/O OIS ON CENTER pb...Off
  The center lower DU will automatically recover the display of the CAPT MFD.

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the AUTO FLT AFS CTL PNL + CAPT BKUP CTL message is not displayed.

TAKE OFF / CLIMB / APPROACH

The AFS CONTROL PANEL page of the MFD FCU BKUP should always be displayed on the center lower display unit, during takeoff, climb, approach, and landing.

22-80-04A	AFS Control Panel AP pb

Ident.: MO-22-80-00017892.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

If one AP pb is inoperative, use the operative AP pb on the AFS control panel to engage the autopilot.
If available, the autopilot can be engaged via the AFS CONTROL PANEL page of MFD FCU BKUP of the CAPT or F/O.

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the autopilot is engaged via the MFD FCU BKUP, the autopilot remains engaged if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

FLIGHT PREPARATION/LIMITATIONS

- **If only one AP can engage:**
  The maximum approach and landing capability is LAND3 SINGLE.
- **If no AP can engage:**
  The maximum approach and landing capability is APPR1.
  The RVSM operations are not permitted.

22-80-05A	AFS Control Panel A/THR pb

Ident.: MO-22-80-00017893.0001001 / 11 JAN 19
Applicable to: ALL

GENERAL INFORMATION

If available, arm the autothrust function via the A/THR button of the AFS CONTROL PANEL page of the MFD FCU BKUP.

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the autothrust is engaged via the MFD FCU BKUP, the autothrust remains engaged if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

If the A/THR cannot manually arm, the automatic autothrust activation remains available, for more information *Refer to FCOM/FCOM/ Aircraft Systems/ AFS-Flight Guidance/ Autothrust/ A/THR Arming and Activation/ A/THR Activation*.

22-80-06A	AFS Control Panel FD pb

Ident.: MO-22-80-00017894.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

If necessary, engage or disengage the FD via the FD button of the AFS CONTROL PANEL page of the MFD FCU BKUP.

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the FD is engaged via the MFD FCU BKUP, the FD remains engaged if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

DURING COCKPIT PREPARATION

AFS CONTROL PANEL page activation... CHECK

Check the correct activation of the AFS backup function on one MFD.

22-80-07A	AFS Control Panel LOC pb

Ident.: MO-22-80-00017895.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

If available, arm the lateral mode of the approach guidance via:
- The LOC button on one of the AFS CONTROL PANEL page of the MFD FCU BKUP
- The APPR pb of the AFS control panel, if the aircraft is clear for approach (lateral and vertical clearance).

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the LOC is engaged via the MFD FCU BKUP, the LOC remains engaged if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

If the flight crew cannot arm the lateral mode of approach guidance, the following modes remain available for approach:
- The NAV/FPA
- The TRK/FPA
- The manual mode in RAW data.

22-80-08A	AFS Control Panel ALT pb

Ident.: MO-22-80-00017896.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

To maintain an altitude, when the autopilot is engaged:
- If available, press the ALT button of one of the MFD FCU BKUP, or
- If available, press the V/S-FPA selector to maintain a no vertical speed attitude, when an immediate action is required.

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the ALT mode is engaged via the MFD FCU BKUP, the ALT mode remains engaged if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

22-80-09A	AFS Control Panel APPR pb

Ident.: MO-22-80-00017897.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

If available, arm the vertical and lateral modes of the approach guidance via the APPR button on one of the AFS CONTROL PANEL page of the MFD FCU BKUP.

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the lateral and vertical modes are engaged via the MFD FCU BKUP, these modes remain engaged if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

If the vertical approach mode cannot arm, the following modes remain available for approach:
- NAV/FPA
- LOC/FPA (if LOC pb is available)
- The manual mode in RAW data.

22-80-10A	AFS Control Panel Heading/Track Selection knob

Ident.: MO-22-80-00017898.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The heading track selection is available via the AFS CONTROL PANEL page of the MFD FCU BKUP:
- Arm the lateral guidance mode via the SELECTED and MANAGED buttons of the HDG/TRK area.
- Change the HDG/TRK target with the scroll wheel of the KCCU.

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the lateral guidance mode is set via the MFD FCU BKUP, the mode and targets remain engaged if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

DURING COCKPIT PREPARATION

AFS CONTROL PANEL page activation.......... CHECK

Check the correct activation of the AFS backup function on one MFD.

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TAKE OFF / CLIMB / APPROACH

The AFS CONTROL PANEL page of the MFD FCU BKUP should always be displayed on the center lower display unit, during takeoff, climb, approach, and landing.

22-80-11A	AFS Control Panel Speed Selection knob

Ident.: MO-22-80-00017899.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The speed selection is available via the AFS CONTROL PANEL page of the MFD FCU BKUP:
- Engage the speed mode via the SELECTED and MANAGED buttons of the SPD area.
- Change the SPD target with the scroll wheel of the KCCU.

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the speed mode is set via the MFD FCU BKUP, the mode and targets remain engaged if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

DURING COCKPIT PREPARATION

AFS CONTROL PANEL page activation.. CHECK

Check the correct activation of the AFS backup function on one MFD.

TAKE OFF / CLIMB / APPROACH

The AFS CONTROL PANEL page of the MFD FCU BKUP should always be displayed on the center lower display unit, during takeoff, climb, approach, and landing.

22-80-12A	AFS Control Panel Altitude Selection knob

Ident.: MO-22-80-00017900.0001001 / 11 APR 18
Applicable to: ALL

GENERAL INFORMATION

The altitude selection is available via the AFS CONTROL PANEL page of the MFD FCU BKUP:
- Engage the altitude mode via the OPEN or MANAGED buttons of the ALT area.
- Change the ALT target with the scroll wheel of the KCCU.

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Note: - *When the AFS backup function is active, the AFS control panel is blank.*
- *When the altitude mode is set via the MFD FCU BKUP, the mode and targets remain engaged if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

DURING COCKPIT PREPARATION

AFS CONTROL PANEL page activation.. CHECK

Check the correct activation of the AFS backup function on one MFD.

TAKE OFF / CLIMB / APPROACH

The AFS CONTROL PANEL page of the MFD FCU BKUP should always be displayed on the center lower display unit, during takeoff, climb, approach, and landing.

22-80-13A	AFS Control Panel V/S FPA Selection knob

Ident.: MO-22-80-00017901.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The V/S-FPA selection is available via the AFS CONTROL PANEL page of one of the MFD FCU BKUP:
- Engage the V/S or FPA vertical selected guidance via the SELECTED button of the V/S-FPA area.
- Change the target with the scroll wheel of the KCCU.

Note: - *When the AFS backup function is active, the AFS control panel is blank.*
- *When the vertical selected guidance is set via the MFD FCU BKUP, the mode and targets remain engaged if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

DURING COCKPIT PREPARATION

AFS CONTROL PANEL page activation.. CHECK

Check the correct activation of the AFS backup function on one MFD.

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TAKEOFF / CLIMB / APPROACH / LANDING

The AFS CONTROL PANEL page of the MFD FCU BKUP should always be displayed on the center lower display unit, during takeoff, climb, approach, and landing.

22-80-14A	AFS Control Panel Selection Windows

Ident.: MO-22-80-00017902.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The associated selected targets are displayed, on PFDs or NDs for correct identification.

22-80-15A	AFS Control Panel HDG-V/S / TRK-FPA pb

Ident.: MO-22-80-00017903.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

If necessary, use the HDG-V/S -> TRK-FPA button on the AFS CONTROL PANEL page of one of the MFD FCU BKUP to change the type of lateral and vertical selected guidance.

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the type of lateral and vertical selected guidance is set via the MFD FCU BKUP, the type of selected guidance remains selected if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

DURING COCKPIT PREPARATION

AFS CONTROL PANEL page activation.. CHECK
Check the correct activation of the AFS backup function on one MFD.

22-80-17A AFS Control Panel METER pb

Ident.: MO-22-80-00017904.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

If available, use the METER button of the AFS CONTROL PANEL page on the MFD FCU BKUP to display the meter altitudes on PFD.

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the METER reference is selected via the MFD FCU BKUP, the METER reference remains selected if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

In addition, the ISIS also has a meter function.

22-80-18A AFS Control Panel TRUE/MAG pb

Ident.: MO-22-80-00017905.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

If necessary, change the heading reference via the TRUE/MAG button on the AFS CONTROL PANEL page of the MFD FCU BKUP.

Note:
- *When the AFS backup function is active, the AFS control panel is blank.*
- *When the heading reference is changed via the MFD FCU BKUP, the heading reference remains set if the flight crew reverts to the AFS control panel. In order to revert to the AFS control panel, deactivate the AFS control panel backup function with the AFS CP BACKUP button on the AFS CONTROL PANEL page of MFD FCU BKUP.*

DURING COCKPIT PREPARATION

AFS CONTROL PANEL page activation.. CHECK

Check the correct activation of the AFS backup function on one MFD.

22-81-01A EFIS Control Panel

Ident.: MO-22-81-00018291.0001001 / 14 APR 22
Applicable to: ALL

GENERAL INFORMATION

Use the EFIS CONTROL PANEL page of the MFD FCU BKUP for each associated inoperative EFIS control panel. However, the TAXI pb and the ZOOM position of the ND range selector are not available.
If both EFIS control panels are inoperative, the airport navigation function and the airport selection for the BTV are not available, but the ROW/ROP is available.

Note: - *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*

- **If the flight crew needs to use the CAPT(F/O) OIS ON CENTER function with the F/O(CAPT) EFIS control panel inoperative:**

  CAPT(F/O) OIS ON CENTER pb..ON
  F/O(CAPT) DISPLAY CYCLE pb..USE

  When the CAPT(F/O) OIS ON CENTER function is used, the center lower DU does no longer display the F/O(CAPT) MFD and associated AFS backup function. Such configuration leads to trigger the CDS F/O(CAPT) EFIS CTL PNL + BKUP CTL FAULT ECAM alert associated with CDS F/O(CAPT) EFIS CTL PNL + BKUP CTL Dispatch Message. The use of the F/O(CAPT) DISPLAY CYCLE function enables to recover the F/O(CAPT) EFIS backup function on the F/O(CAPT) outer DU and removes the ECAM alert and its associated Dispatch Message.

  - **When the flight crew does no longer need the CAPT(F/O) OIS ON CENTER:**

    CAPT(F/O) OIS ON CENTER pb..Off

    The center lower DU will automatically recover the display of the F/O(CAPT) MFD.

TAKEOFF / CLIMB / APPROACH / LANDING

The EFIS CONTROL PANEL page of the MFD FCU BKUP associated to the inoperative EFIS control panel should always be displayed on the center lower display unit, during takeoff, climb, approach, and landing.

22-81-02A	EFIS Control Panel Barometric Reference Display Window

Ident.: MO-22-81-00017912.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The barometric references are available on each side:
- On the associated PFD
- On the EFIS CONTROL PANEL page of the associated MFD FCU BKUP, if available. The page activation is not necessary to check the barometric value.

Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*

22-81-03A	EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector (MFD FCU BKUP operative)

Ident.: MO-22-81-00017913.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

The barometric reference selector outer ring is available on the EFIS CONTROL PANEL page of the MFD FCU BKUP.

Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *Normal operation of the EFIS control panel can be recovered, if the EFIS backup is deactivated. However, If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*
- *In order to use a different barometric reference unit than the one selected on the EFIS control panel, the EFIS CONTROL PANEL page of the associated MFD FCU BKUP must remain active, as long as the barometric unit reference is required.*

In addition, if available, the ISIS also has a barometric reference selection function.

DURING COCKPIT PREPARATION

EFIS CONTROL PANEL page activation... CHECK

On the affected side, check the EFIS CONTROL PANEL page of the MFD FCU BKUP can activate.

22-81-03B	EFIS Control Panel Outer Ring (in Hg/hPa) of Barometric Reference selector (MFD FCU BKUP inoperative)

Ident.: MO-22-81-00017914.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

Conversion table/tool from inches of mercury (InHg) to Hecto Pascal (HPa) should be available if necessary.

22-81-04A	EFIS Control Panel Inner Knob of Barometric Reference selector

Ident.: MO-22-81-00017915.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The barometric reference selection is available on the EFIS CONTROL PANEL page of the associated MFD FCU BKUP.

Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *Normal operation of the EFIS control panel can be recovered, if the EFIS backup is deactivated. However, If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*

In addition, if available, the ISIS also has a barometric reference selection function.

DURING COCKPIT PREPARATION

EFIS CONTROL PANEL page activation.. CHECK

On the affected side, check the EFIS CONTROL PANEL page of the MFD FCU BKUP can activate.

22-81-05A	EFIS Control Panel ND Range selector (one inoperative)

Ident.: MO-22-81-00017916.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

If available, set the ND range selection via the EFIS CONTROL PANEL page of the associated MFD FCU BKUP.

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Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *Normal operation of the EFIS control panel can be recovered, if the EFIS backup is deactivated. However, If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value. The ND range will revert to the last range set on the EFIS control panel, or to the 80 NM default value, if no setting is available.*
- *In order to set the ND range, the associated EFIS CONTROL PANEL page of the MFD FCU BKUP must remain active.*

22-81-05B	EFIS Control Panel ND Range selector (both inoperative)

Ident.: MO-22-81-00018293.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

The ND range selection can be set is via the EFIS CONTROL PANEL page of the MFD FCU BKUP, at least on one side.

Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *Normal operation of the EFIS control panel can be recovered, if the EFIS backup is deactivated. However, If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value. The ND range will revert to the last range set on the EFIS control panel, or to the 80 NM default value, if no setting is available.*
- *In order to set the ND range, the associated EFIS CONTROL PANEL page of the MFD FCU BKUP must remain active.*

FLIGHT PREPARATION/LIMITATIONS

The airport navigation function and the brake to vacate function are no longer available.

DURING COCKPIT PREPARATION

EFIS CONTROL PANEL page activation.. CHECK

Check the EFIS CONTROL PANEL page of the MFD FCU BKUP can activate, at least on one side.

22-81-06A	EFIS Control Panel ND Mode selector (one inoperative)

Ident.: MO-22-81-00017917.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

If available, set the ND mode via the EFIS CONTROL PANEL page of the associated MFD FCU BKUP.

Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *Normal operation of the EFIS control panel can be recovered, if the EFIS backup is deactivated. However, If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value. The ND mode will revert to the last mode set on the EFIS control panel, or to the default NAV mode, if no setting is available.*
- *In order to set the ND mode, the associated EFIS CONTROL PANEL page of the MFD FCU BKUP must remain active.*

22-81-06B	EFIS Control Panel ND Mode selector (both inoperative)

Ident.: MO-22-81-00018294.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

The ND mode can be set is via the EFIS CONTROL PANEL page of the MFD FCU BKUP, at least on one side.

Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *Normal operation of the EFIS control panel can be recovered, if the EFIS backup is deactivated. However, If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value. The ND mode will revert to the last mode set on the EFIS control panel, or to the default NAV mode, if no setting is available.*
- *In order to set the ND mode, the associated EFIS CONTROL PANEL page of the MFD FCU BKUP must remain active.*

DURING COCKPIT PREPARATION

EFIS CONTROL PANEL page activation.. CHECK

Check the EFIS CONTROL PANEL page of the MFD FCU BKUP can activate, at least on one side.

22-81-07A	EFIS Control Panel VV pb

Ident.: MO-22-81-00017918.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

If available, the VV button can be activated on the EFIS CONTROL PANEL page of the MFD FCU BKUP.

Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *Normal operation of the EFIS control panel can be recovered, if the EFIS backup is deactivated. However, If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*
- *In order to keep the VV function displayed on the PFD, the EFIS CONTROL PANEL page must remain active on the associated MFD.*

22-81-08A	EFIS Control Panel LS pb

Ident.: MO-22-81-00017919.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

If available, activate the LS pb via the EFIS CONTROL PANEL page of the MFD FCU BKUP.

Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *Normal operation of the EFIS control panel can be recovered, if the EFIS backup is deactivated. However, If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*
- *In order to keep the LS display on the PFD, the EFIS CONTROL PANEL page must remain active on the associated MFD, as long as the flight crew selects the LOC pb or the APPR pb on the AFS control panel.*

If both the LS pb and the EFIS CONTROL PANEL page of the associated MFD FCU BKUP are inoperative, the LS function automatically appears on the PFD, when the flight crew selects the LOC pb or the APPR pb on the AFS control panel.

In addition, if available, the ISIS also has an LS function.

22-81-09A	EFIS Control Panel TAXI pb

1 Ident.: MO-22-81-00017924.0001001 / 10 DEC 13
Applicable to: B-18919

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GENERAL INFORMATION

The TACS mosaic is not available on the associated PFD.
The TACS mosaic remains available on the VIDEO SD page via the VIDEO pb on the ECP.

22-81-11A	EFIS Control Panel (CSTR, WPT, VORD, NDB, ARPT, VOR1/ADF1, TERR, TRAF, VOR2) pb

Ident.: MO-22-81-00017921.0003001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

If available, the display of the ND data can be set via the EFIS CONTROL PANEL page of the MFD FCU BKUP.

Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *Normal operation of the EFIS control panel can be recovered, if the EFIS backup is deactivated. However, If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*
- *In order to keep the ND display selection, the EFIS CONTROL PANEL page must remain active on the associated MFD.*

22-81-12B	EFIS Control Panel WX pb

Ident.: MO-22-81-00017922.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The radar picture can be displayed on one ND, via the EFIS CONTROL PANEL page of the associated MFD FCU BKUP.

Note:
- *When an EFIS backup function is active, the associated EFIS control panel is blank.*
- *Normal operation of the EFIS control panel can be recovered, if the EFIS backup is deactivated. However, If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*
- *In order to keep the WX display on the ND, the EFIS CONTROL PANEL page must remain active on the associated MFD..*

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DURING COCKPIT PREPARATION

EFIS CONTROL PANEL page activation.. CHECK

Check the EFIS CONTROL PANEL page can activate on one of the MFD FCU BKUP .

23-02-31A	GND HF DATALINK pb-sw

Ident.: MO-23-02-00021128.0002001 / 13 APR 16
Applicable to: ALL

BEFORE REFUEL, DEFUEL OR GROUND FUEL TRANSFER:

HF1 and HF2.......................................Set to VOICE mode
HF1 and HF2.......................................Do not use until refuel is completed

Intentionally left blank

23-11-01A	HF Voice (one inoperative)

Ident.: MO-23-11-00020706.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **On routes that require two Long Range Communication Systems:**

  Ensure that:
  - SATCOM voice or SATCOM datalink will be available for the entire route, and
  - SATCOM is authorized by ATC.

23-11-01B	HF Voice (one inoperative and SATCOM inoperative)

Ident.: MO-23-11-00020707.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Operations in airspace that requires two Long Range Communication Systems are not permitted.

23-11-01C	HF Voice (HF voice inoperative and SATCOM operative)

Ident.: MO-23-11-00020705.0003001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Operations in airspace that requires two Long Range Communication Systems are not permitted.
Operations in polar area are not permitted.

23-11-01D	HF Voice (SATCOM inoperative)

Ident.: MO-23-11-00020674.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Operations in polar area are not permitted.

Intentionally left blank

23-12-02A	VHF 3 Datalink (procedures do not require ATC datalink)

Ident.: MO-23-12-00011766.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

■ **If SATCOM datalink is operative:**

Within VHF coverage:
- The following ATC datalink communications are not available:
  - CPDLC for operations that use FANS A aircraft capability via VHF datalink unless SATCOM datalink is permitted as an alternate subnetwork.
- The following ATC datalink Required Communication Performance capabilities are lost:
  - RCP 240 for operations that use FANS A CPDLC, unless SATCOM datalink is permitted as an alternate subnetwork.

■ **If SATCOM datalink is inoperative:**

- The following ATC datalink communications are not available:
  - ADS-C, CPDLC, DCL, OCL, D-ATIS.
- The following ATC datalink Required Communication/Surveillance Performance capabilities are lost:
  - RCP 240 for CPDLC
  - RSP 180 for ADS-C.

For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM ATC Datalink Communications*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

23-12-02B	VHF 3 Datalink (procedures require ATC datalink)

Ident.: MO-23-12-00011768.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

■ If SATCOM datalink is operative:

Within VHF coverage:
- The following ATC datalink communications are not available:
  - CPDLC for operations that require FANS A aircraft capability via VHF datalink unless SATCOM datalink is permitted as an alternate subnetwork.
- The following ATC datalink Required Communication Performance capabilities are lost:
  - RCP 240 for operations that use FANS A CPDLC, unless SATCOM datalink is permitted as an alternate subnetwork.

Ensure that one HF is operative prior to departure.

■ If SATCOM datalink is inoperative:

- The following ATC datalink communications are not available:
  - ADS-C, CPDLC, DCL, OCL, D-ATIS.
- The following ATC datalink Required Communication/Surveillance Performance capabilities are lost:
  - RCP 240 for CPDLC
  - RSP 180 for ADS-C.

Ensure that both HF are operative prior to departure.

For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM ATC Datalink Communications*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
ATC may permit the use of alternate communication means for operations that require FANS A aircraft capability via VHF datalink.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

23-21-01A	Datalink (procedures do not require ATC datalink)

Ident.: MO-23-21-00011764.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC datalink communications (ADS-C, CPDLC, DCL, OCL and D-ATIS) are not available.
Associated ATC datalink Required Communication/Surveillance Performance (RCP for CPDLC and RSP for ADS-C) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
COMPANY COM may be inoperative. *Refer to Item 46-20-01 COMPANY COM*.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

23-21-01B	Datalink (procedures require ATC datalink)

Ident.: MO-23-21-00011765.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC datalink communications (ADS-C, CPDLC, DCL, OCL and D-ATIS) are not available.
Associated ATC datalink Required Communication/Surveillance Performance (RCP for CPDLC and RSP for ADS-C) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
Ensure that both HF are operative prior to departure.
ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.
COMPANY COM may be inoperative. *Refer to Item 46-20-01 COMPANY COM*.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

Intentionally left blank

23-28-01A	SATCOM (procedures do not require SATCOM datalink)

Ident.: MO-23-28-00011694.0002001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Outside VHF coverage:
- ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available. Associated ATC datalink Required Communication/Surveillance Performance (RCP 240 for CPDLC and RSP 180 for ADS-C) capabilities are lost.

For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

23-28-01B	SATCOM (procedures require SATCOM datalink)

Ident.: MO-23-28-00024698.0002001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Outside VHF coverage:
- ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available. Associated ATC datalink Required Communication/Surveillance Performance (RCP 240 for CPDLC and RSP 180 for ADS-C) capabilities are lost.
- Ensure that both HF are operative prior to departure.
- ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.

For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.

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DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

23-28-02A	SATCOM Voice

Ident.: MO-23-28-00011733.0002001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **If one HF is also inoperative:**
  - **On routes that require two Long Range Communication Systems:**

    Ensure that:
    - SATCOM datalink will be available for the entire route, and
    - SATCOM is authorized by ATC.

23-28-03A	SATCOM Datalink (procedures do not require SATCOM datalink)

Ident.: MO-23-28-00011755.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Outside VHF coverage:
- ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available. Associated ATC datalink Required Communication/Surveillance Performance (RCP 240 for CPDLC and RSP 180 for ADS-C) capabilities are lost.

For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

23-28-03B	SATCOM Datalink (procedures require SATCOM datalink)

Ident.: MO-23-28-00024675.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Outside VHF coverage:

- ATC datalink communications (ADS-C, CPDLC, DCL, OCL, and D-ATIS) are not available. Associated ATC datalink Required Communication/Surveillance Performance (RCP 240 for CPDLC and RSP 180 for ADS-C) capabilities are lost.
- Ensure that both HF are operative prior to departure.
- ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.

For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

Intentionally left blank

23-51-02A MECH Interphone Function

Ident.: MO-23-51-00011735.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Use flight interphone for communication with ground crew during handling operations.(A jack is available on the nose gear). If communications still cannot be established, hand signal should be used for communication.

23-51-03A Ground External Horn

Ident.: MO-23-51-00011737.0001001 / 24 MAR 17
Applicable to: ALL

GENERAL INFORMATION

The ground alert function is no longer available in the following cases:
- APU fire
- Cockpit to ground calls
- Insufficient avionics ventilation
- ELT activation
- ADIRS powered on batteries.
- BAT EMER 1 set to ON for more than 5 min with no other power source available.

DURING COCKPIT PREPARATION

Use flight interphone for communication with ground crew during handling operations.(A jack is available on the nose gear.) If communications still cannot be established, hand signal should be used for communication.

ON GROUND

- **When the APU is running:**
  Check the absence of the APU FIRE alert on the WD.
- **When the aircraft electrical network is supplied:**
  Check the absence of ECAM alerts related to the ventilation of the avionics compartment.

BEFORE LEAVING THE AIRCRAFT

Set the 3 ADIRS Mode selector to OFF.

23-51-04A	Captain Audio Function

Ident.: MO-23-51-00011739.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

RMP 1 .... OFF
RMP 3 .... USE

23-51-05A	First Officer Audio Function

Ident.: MO-23-51-00011741.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

RMP 2 .... OFF
RMP 3 .... USE

23-51-07B	Cockpit Loudspeaker

Ident.: MO-23-51-00011744.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

- **When the four loudspeakers are inoperative:**
  Check that the third occupant boomset is operative.

23-52-01A	RMP

Ident.: MO-23-52-00011751.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

RMP (affected)..OFF

Intentionally left blank

24-01-11A	EXT 1(2) pb AVAIL light

Ident.: MO-24-01-00021147.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND

- **Before each connection or disconnection of the associated external power 1(2) plug:**

  Check that the associated external power 1(2) is disconnected from the network:

  - On the ELEC overhead panel, EXT 1(2) pb .... OFF
  - On the ELEC AC SD page, check that the EXT 1(2) triangle contactor indication is displayed white.

24-01-31B	BUS TIE pb-sw

Ident.: MO-24-01-00016418.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

- **When the BUS TIE pb-sw is failed OFF:**

  On the WD, the ELEC BUS TIE OFF alert is displayed.

24-01-32A	GALLEY pb-sw

Ident.: MO-24-01-00016419.0001001 / 13 APR 16
Applicable to: ALL

IN FLIGHT

- **If the SMOKE L(R) AVNCS SMOKE / FUMES, FIRE SMOKE / FUMES or MISC BOMB ON BOARD alert is displayed on the WD:**

  During application of the associated ECAM procedure, the sensed procedure line GALLEY..............OFF may not turn white when the GALLEY pb-sw is set to OFF.

24-01-33A	PAX SYS pb-sw

Ident.: MO-24-01-00016422.0001001 / 13 APR 16
Applicable to: ALL

IN FLIGHT

- **If the FIRE SMOKE / FUMES or MISC BOMB ON BOARD alert is displayed on the WD:**

  During application of the associated ECAM procedure, the sensed procedure line PAX SYS..............OFF may not turn white when the PAX SYS pb-sw is set to OFF.

24-04-01-01A	BAT 1(2) Voltage Indication

Ident.: MO-24-04-01-00016423.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT POWER UP

The charge of the affected battery cannot be checked with the inoperative BAT 1(2) voltage indication (as usually done per SOP).

Therefore, for the affected battery, disregard the SOP line:
BAT 1(2).. CHECK ABOVE 26.1 V

24-04-01-02A	BAT EMER 1(2) Voltage Indication

Ident.: MO-24-04-01-00016424.0001001 / 13 APR 16
Applicable to: ALL

AIRCRAFT POWER UP

The charge of the affected battery cannot be checked with the inoperative BAT EMER 1(2) voltage indication (as usually done per SOP).

Therefore, confirm with the maintenance personnel that the check of the battery charge of the affected BAT EMER 1(2) is successful.

Intentionally left blank

24-09-02A	ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED Message

Ident.: MO-24-09-00016429.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

- **When the ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED message is displayed on the DISPATCH page:**
  Associated DRIVE 1A(1B)(2A)(2B) pb.. DISC

24-09-03C	ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO Message

Ident.: MO-24-09-00016428.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

- **When the ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO message is displayed on the DISPATCH page:**
  Associated DRIVE 1A(1B)(2A)(2B) pb.. DISC

Intentionally left blank

24-22-01A	AC Main Generation - Drive (one inoperative)

Ident.: MO-24-22-00016427.0002001 / 13 APR 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that at least one AC main generation on each engine has none of the following message displayed:
- ELEC DRIVE 1A(1B)(2A)(2B) DISCONNECTED
- ELEC DRIVE 1A(1B)(2A)(2B) DISC STS UNKNOWN
- ELEC DRIVE 1A(1B)(2A)(2B) MAN DISC
- ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED
- ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER MONITORING
- ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO
- ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL MONITORING
- ELEC GEN 1A(1B)(2A)(2B)

● **For the inoperative AC main generation**
and
When the ELEC DRIVE 1A(1B)(2A)(2B) DISCONNECTED or ELEC DRIVE 1A(1B)(2A)(2B) DISC STS UNKNOWN message is displayed on the DISPATCH page:
- Associated GEN 1A(1B)(2A)(2B) pb-sw....OFF
- Associated DRIVE 1A(1B)(2A)(2B) pb....DISC

BEFORE THE FIRST MEL DISPATCH, AFTER ENGINE START

● **If the ELEC DRIVE 1A(1B)(2A)(2B) DISC STS UNKNOWN message is displayed on the DISPATCH page:**

Check that the associated drive is disconnected:

- Associated GEN 1A(1B)(2A)(2B) pb-sw....On
- On the ELEC AC SD page associated GEN 1A(1B)(2A)(2B) voltage indication......check 0 V
- Associated GEN 1A(1B)(2A)(2B) pb-sw....OFF

BEFORE TAKEOFF

After the T.O CONFIG test, the green T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD. Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the associated ELEC DRIVE 1A(1B)(2A)(2B) DISCONNECTED alert on the WD.
If another alert is displayed, refer to the associated MEL item if any (with associated dispatch message).

24-22-01B	AC Main Generation - Drive (two inoperative: one drive disconnected and one drive not disconnected)

Ident.: MO-24-22-00016758.0003001 / 13 APR 23
Applicable to: ALL

GENERAL INFORMATION

■ **When the APU GEN is set to On:**

All commercial loads are supplied.

■ **When the APU GEN is set to OFF:**

Some commercial loads are shed.

For more information, *Refer to FCOM/DSC/24-Electrical system/Abnormal Operations/Reconfigurations Overview*.

● **If some commercial loads are shed, the associated effect is shown on the FAP:**

- The shedding of the galley cooling is displayed on the Galley Cooling page
- The shedding of the heated floor panel is displayed on the Temperature page
- The shedding of the water heaters and water line ice protection is displayed on the Water and Waste page
- The shedding of other commercial loads is displayed in the Power Management part of the System Info page.

FLIGHT PREPARATION/LIMITATIONS

● **If the APU and the APU GEN are required to be used:**

For the extra fuel required for the APU use: 320 kg/h (706 lb/h).

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the AC main generation 1B has none of the following message displayed:
- ELEC DRIVE 1B DISCONNECTED
- ELEC DRIVE 1B DISC STS UNKNOWN
- ELEC DRIVE 1B MAN DISC
- ELEC DRIVE 1B OIL FILTER CLOGGED
- ELEC DRIVE 1B OIL FILTER MONITORING
- ELEC DRIVE 1B OIL LEVEL LO

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- ELEC DRIVE 1B OIL LEVEL MONITORING
- ELEC GEN 1B

On the DISPATCH page, check that at least one AC main generation on engine 2 has none of the following message displayed:
- ELEC DRIVE 2A(2B) DISCONNECTED
- ELEC DRIVE 2A(2B) DISC STS UNKNOWN
- ELEC DRIVE 2A(2B) MAN DISC
- ELEC DRIVE 2A(2B) OIL FILTER CLOGGED
- ELEC DRIVE 2A(2B) OIL FILTER MONITORING
- ELEC DRIVE 2A(2B) OIL LEVEL LO
- ELEC DRIVE 2A(2B) OIL LEVEL MONITORING
- ELEC GEN 2A(2B)

● **For the inoperative AC main generation**
and
When the ELEC DRIVE 1A(2A)(2B) DISCONNECTED or ELEC DRIVE 1A(2A)(2B) DISC STS UNKNOWN message is displayed on the DISPATCH page:
- Associated GEN 1A(2A)(2B) pb-sw........ OFF
- Associated DRIVE 1A(2A)(2B) pb........ DISC

● **For the inoperative AC main generation**
and
When the ELEC ELEC GEN 1A(2A)(2B) message is displayed on the DISPATCH page:
Associated GEN 1A(2A)(2B) pb-sw........ OFF

BEFORE THE FIRST MEL DISPATCH, AFTER ENGINE START

● **If the ELEC DRIVE 1A(2A)(2B) DISC STS UNKNOWN message is displayed on the DISPATCH page:**

Check that the associated drive is disconnected:

- Associated GEN 1A(2A)(2B) pb-sw........ On
- On the ELEC AC SD page associated GEN 1A(2A)(2B) voltage indication........ check 0 V
- Associated GEN 1A(2A)(2B) pb-sw........ OFF

BEFORE TAKEOFF

● **If the APU is running:**
APU GEN pb-sw........ OFF

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After the T.O CONFIG test, the green T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD. Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the following alerts on the WD page:
- ELEC DRIVE 1A(2A)(2B) DISCONNECTED
- ELEC GEN 1A(2A)(2B) FAULT and/or ELEC GEN 1A(2A)(2B) OFF.

If another alert is displayed, refer to the associated MEL item if any (with associated dispatch message).

AFTER TAKEOFF

● **If the APU is running:**

APU GEN....................As required

The APU and APU GEN can be used to recover all commercial loads.

FOR ETOPS

BEFORE ETOPS ENTRY POINT (EEP)

● **If the APU is not running:**
- APU MASTER SW pb-sw....................ON
- APU START pb-sw....................ON

APU GEN pb-sw....................On

AT ETOPS EXIT POINT (EXP)

APU and APU GEN....................As required

BEFORE LANDING

■ **If two VFGs are still operative:**

APU GEN pb-sw....................OFF

■ **If only one VFG is operative (due to a failure in flight):**

APU GEN pb-sw....................On

AFTER LANDING

APU and APU GEN....................As required

24-22-01C	AC Main Generation - Drive (two inoperative and associated drives disconnected)

Ident.: MO-24-22-00026122.0004001 / 13 APR 23
Applicable to: ALL

GENERAL INFORMATION

- **When the APU GEN is set to On:**

  All commercial loads are supplied.

- **When the APU GEN is set to OFF:**

  Some commercial loads are shed.

  For more information, *Refer to FCOM/DSC/24-Electrical system/Abnormal Operations/Reconfigurations Overview*.

  - **If some commercial loads are shed, the associated effect is shown on the FAP:**
    - The shedding of the galley cooling is displayed on the Galley Cooling page
    - The shedding of the heated floor panel is displayed on the Temperature page
    - The shedding of the water heaters and water line ice protection is displayed on the Water and Waste page
    - The shedding of other commercial loads is displayed in the Power Management part of the System Info page.

FLIGHT PREPARATION/LIMITATIONS

- **If the APU and the APU GEN are required to be used:**

  For the extra fuel required for the APU use: 320 kg/h (706 lb/h).

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the AC main generation 1B has none of the following message displayed:
- ELEC DRIVE 1B DISCONNECTED
- ELEC DRIVE 1B DISC STS UNKNOWN
- ELEC DRIVE 1B MAN DISC
- ELEC DRIVE 1B OIL FILTER CLOGGED
- ELEC DRIVE 1B OIL FILTER MONITORING
- ELEC DRIVE 1B OIL LEVEL LO

Continued on the following page

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- ELEC DRIVE 1B OIL LEVEL MONITORING
- ELEC GEN 1B

On the DISPATCH page, check that at least one AC main generation on engine 2 has none of the following message displayed:
- ELEC DRIVE 2A(2B) DISCONNECTED
- ELEC DRIVE 2A(2B) DISC STS UNKNOWN
- ELEC DRIVE 2A(2B) MAN DISC
- ELEC DRIVE 2A(2B) OIL FILTER CLOGGED
- ELEC DRIVE 2A(2B) OIL FILTER MONITORING
- ELEC DRIVE 2A(2B) OIL LEVEL LO
- ELEC DRIVE 2A(2B) OIL LEVEL MONITORING
- ELEC GEN 2A(2B)

● **For the inoperative AC main generation**
and
When the ELEC DRIVE 1A(2A)(2B) DISCONNECTED or ELEC DRIVE 1A(2A)(2B) DISC STS UNKNOWN message is displayed on the DISPATCH page:
- Associated GEN 1A(2A)(2B) pb-sw.................... OFF
- Associated DRIVE 1A(2A)(2B) pb.................... DISC

● **For the inoperative AC main generation**
and
When the ELEC ELEC GEN 1A(2A)(2B) message is displayed on the DISPATCH page:
Associated GEN 1A(2A)(2B) pb-sw.................... OFF

BEFORE THE FIRST MEL DISPATCH, AFTER ENGINE START

● **If the ELEC DRIVE 1A(2A)(2B) DISC STS UNKNOWN message is displayed on the DISPATCH page:**

Check that the associated drive is disconnected:

- Associated GEN 1A(2A)(2B) pb-sw.................... On
- On the ELEC AC SD page associated GEN 1A(2A)(2B) voltage indication............ check 0 V
- Associated GEN 1A(2A)(2B) pb-sw.................... OFF

BEFORE TAKEOFF

● **If the APU is running:**
APU GEN pb-sw.................... OFF

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After the T.O CONFIG test, the green T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD. Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the following alerts on the WD page:
- ELEC DRIVE 1A DISCONNECTED
- ELEC DRIVE 2A(2B) DISCONNECTED

If another alert is displayed, refer to the associated MEL item if any (with associated dispatch message).

AFTER TAKEOFF

- **If the APU is running:**

  APU GEN..As required

  The APU and APU GEN can be used to recover all commercial loads.

FOR ETOPS

BEFORE ETOPS ENTRY POINT (EEP)

- **If the APU is not running:**
  - APU MASTER SW pb-sw..ON
  - APU START pb-sw..ON

APU GEN pb-sw..On

AT ETOPS EXIT POINT (EXP)

APU and APU GEN..As required

BEFORE LANDING

- **If two VFGs are still operative:**

  APU GEN pb-sw..OFF

- **If only one VFG is operative (due to a failure in flight):**

  APU GEN pb-sw..On

AFTER LANDING

APU and APU GEN..As required

24-22-02A	AC Main Generation - Generator (one inoperative)

Ident.: MO-24-22-00016753.0002001 / 13 APR 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that at least one AC main generation on each engine has none of the following message displayed:

- ELEC DRIVE 1A(1B)(2A)(2B) DISCONNECTED
- ELEC DRIVE 1A(1B)(2A)(2B) DISC STS UNKNOWN
- ELEC DRIVE 1A(1B)(2A)(2B) MAN DISC
- ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER CLOGGED
- ELEC DRIVE 1A(1B)(2A)(2B) OIL FILTER MONITORING
- ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL LO
- ELEC DRIVE 1A(1B)(2A)(2B) OIL LEVEL MONITORING
- ELEC GEN 1A(1B)(2A)(2B)

● **For the inoperative AC main generation:**
Associated GEN 1A(1B)(2A)(2B) pb-sw.......... OFF

BEFORE TAKEOFF

After the T.O CONFIG test, the green T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD. Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the associated ELEC GEN 1A(1B)(2A)(2B) FAULT and/or ELEC GEN 1A(1B)(2A)(2B) OFF alerts on the WD. If another alert is displayed, refer to the associated MEL item if any (with associated dispatch message).

24-22-02B	AC Main Generation - Generator (two inoperative)

Ident.: MO-24-22-00016426.0003001 / 13 APR 23
Applicable to: ALL

GENERAL INFORMATION

■ **When the APU GEN is set to On:**

All commercial loads are supplied.

■ **When the APU GEN is set to OFF:**

Some commercial loads are shed.

For more information, *Refer to FCOM/DSC/24-Electrical system/Abnormal Operations/Reconfigurations Overview*.

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- **If some commercial loads are shed, the associated effect is shown on the FAP:**
  - The shedding of the galley cooling is displayed on the Galley Cooling page
  - The shedding of the heated floor panel is displayed on the Temperature page
  - The shedding of the water heaters and water line ice protection is displayed on the Water and Waste page
  - The shedding of other commercial loads is displayed in the Power Management part of the System Info page.

FLIGHT PREPARATION/LIMITATIONS

- **If the APU and the APU GEN are required to be used:**

  For the extra fuel required for the APU use: 320 kg/h (706 lb/h).

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the AC main generation 1B has none of the following message displayed:
- ELEC DRIVE 1B DISCONNECTED
- ELEC DRIVE 1B DISC STS UNKNOWN
- ELEC DRIVE 1B MAN DISC
- ELEC DRIVE 1B OIL FILTER CLOGGED
- ELEC DRIVE 1B OIL FILTER MONITORING
- ELEC DRIVE 1B OIL LEVEL LO
- ELEC DRIVE 1B OIL LEVEL MONITORING
- ELEC GEN 1B

On the DISPATCH page, check that at least one AC main generation on engine 2 has none of the following message displayed:
- ELEC DRIVE 2A(2B) DISCONNECTED
- ELEC DRIVE 2A(2B) DISC STS UNKNOWN
- ELEC DRIVE 2A(2B) MAN DISC
- ELEC DRIVE 2A(2B) OIL FILTER CLOGGED
- ELEC DRIVE 2A(2B) OIL FILTER MONITORING
- ELEC DRIVE 2A(2B) OIL LEVEL LO
- ELEC DRIVE 2A(2B) OIL LEVEL MONITORING
- ELEC GEN 2A(2B)

- **For the inoperative AC main generation**

  Associated GEN 1A(2A)(2B) pb-sw....................OFF

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BEFORE TAKEOFF

- **If the APU is running:**
  APU GEN pb-sw.. OFF

After the T.O CONFIG test, the green T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD. Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the following alerts on the WD page:
- ELEC GEN 1A FAULT and/or ELEC GEN 1A OFF.
- ELEC GEN 2A(2B) FAULT and/or ELEC GEN 2A(2B) OFF

If another alert is displayed, refer to the associated MEL item if any (with associated dispatch message).

AFTER TAKEOFF

- **If the APU is running:**
  APU GEN.. As required
  The APU and APU GEN can be used to recover all commercial loads.

FOR ETOPS

BEFORE ETOPS ENTRY POINT (EEP)

- **If the APU is not running:**
  - APU MASTER SW pb-sw.. ON
  - APU START pb-sw.. ON

APU GEN pb-sw.. On

AT ETOPS EXIT POINT (EXP)

APU and APU GEN.. As required

BEFORE LANDING

- **If two VFGs are still operative:**
  APU GEN pb-sw.. OFF
- **If only one VFG is operative (due to a failure in flight):**
  APU GEN pb-sw.. On

AFTER LANDING

APU and APU GEN.. As required

24-23-01A	AC Auxiliary Generation

Ident.: MO-24-23-00017052.0001001 / 12 JUL 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

APU GEN pb-sw...OFF

No electrical power will be available from the APU generator.

BEFORE PUSHBACK OR ENGINE START

Before setting the external power to off, start one engine.

For engine start without APU generator, *Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Engine/Engine Start with External Electrical Power*.

AFTER LANDING, AT THE GATE

Before the second engine shutdown, connect the external power.

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24-24-03A	RAT Stow Switch

Ident.: MO-24-24-00024888.0001001 / 05 SEP 19
Applicable to: ALL

GENERAL INFORMATION

Disregard:
- The ELEC RAT NOT LOCKED UP ECAM alert
- The RAT OUT memo displayed on the WD.

Intentionally left blank

24-36-01A	Battery 1 (AC main generations 2A and 2B operative)

Ident.: MO-24-36-00016431.0004001 / 07 JUL 20
Applicable to: ALL

GENERAL INFORMATION

The APU start on battery is not available.
The towing on battery is not available.
The refuel on battery is not available.

One squib per fire extinguishing bottle on engine 2 is inoperative.

The ENG 2 FIRE BOTTLE 1 SQUIB REDUNDANCY and ENG 2 FIRE BOTTLE 2 SQUIB REDUNDANCY messages may be displayed on the DISPATCH page.
If displayed, *Refer to Item 26-20-04 Squib Redundancy of the Engine Fire Extinguishing Bottle*.
If battery 1 is inoperative, disregard SMOKE FWD+AFT CARGOS BTLs REDUNDANCY message on the DISPATCH page.
If both battery 1 and battery 2 are inoperative, the SMOKE FWD+AFT CARGOS BOTTLES message will be displayed on the DISPATCH page.
Refer to Item 26-23-06 Cargo Fire Extinguishing System.

DURING PRELIMINARY COCKPIT PREPARATION

BAT 1 .... OFF

24-36-01B	Battery 1 (AC main generation 2A or 2B inoperative)

Ident.: MO-24-36-00022694.0004001 / 07 JUL 20
Applicable to: ALL

GENERAL INFORMATION

The APU start on battery is not available.
The towing on battery is not available.
The refuel on battery is not available.

One squib per fire extinguishing bottle on engine 2 is inoperative.

The ENG 2 FIRE BOTTLE 1 SQUIB REDUNDANCY and ENG 2 FIRE BOTTLE 2 SQUIB REDUNDANCY messages may be displayed on the DISPATCH page.
If displayed, *Refer to Item 26-20-04 Squib Redundancy of the Engine Fire Extinguishing Bottle*.
If battery 1 is inoperative, disregard SMOKE FWD+AFT CARGOS BTLs REDUNDANCY message on the DISPATCH page.
If both battery 1 and battery 2 are inoperative, the SMOKE FWD+AFT CARGOS BOTTLES message will be displayed on the DISPATCH page.

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Refer to Item 26-23-06 Cargo Fire Extinguishing System.

FLIGHT PREPARATION/LIMITATIONS

- **If the APU and the APU GEN are required to be used:**

  For the extra fuel required for the APU use: 320 kg/h (706 lb/h).

DURING PRELIMINARY COCKPIT PREPARATION

BAT 1..OFF

24-36-02A	Battery 2 (AC main generations 2A and 2B operative)

Ident.: MO-24-36-00016432.0004001 / 05 JAN 22
Applicable to: ALL

GENERAL INFORMATION

The APU start on battery is not available.
The refuel on battery is not available.

Note: *Due to electrical transient during power transfer from GPU to APU, the IR 2 that was set to OFF can automatically restart in FAULT mode, with the NAV IR 2 FAULT ECAM alert. As the procedure requires to set the IR 2 pb to OFF, the ATT mode selection as per ECAM procedure is useless in this case, the alert can be disregarded, and the IR 2 can be set back to OFF.*

One squib per fire extinguishing bottle on engine 1 is inoperative.

The ENG 1 FIRE BOTTLE 1 SQUIB REDUNDANCY and ENG 1 FIRE BOTTLE 2 SQUIB REDUNDANCY messages may be displayed on the DISPATCH page.
If displayed, *Refer to Item 26-20-04 Squib Redundancy of the Engine Fire Extinguishing Bottle*.
If battery 2 is inoperative, disregard SMOKE FWD+AFT CARGOS BTLs REDUNDANCY message on the DISPATCH page.
If both battery 1 and battery 2 are inoperative, the SMOKE FWD+AFT CARGOS BOTTLES message will be displayed on the DISPATCH page.
Refer to Item 26-23-06 Cargo Fire Extinguishing System.

DURING PRELIMINARY COCKPIT PREPARATION

BAT 2..OFF

24-36-02B	Battery 2 (AC main generation 2A or 2B inoperative)

Ident.: MO-24-36-00022695.0004001 / 05 JAN 22
Applicable to: ALL

GENERAL INFORMATION

The APU start on battery is not available.
The towing on battery is not available.
The refuel on battery is not available.

Note: *Due to electrical transient during power transfer from GPU to APU, the IR 2 that was set to OFF can automatically restart in FAULT mode, with the NAV IR 2 FAULT ECAM alert. As the procedure requires to set the IR 2 pb to OFF, the ATT mode selection as per ECAM procedure is useless in this case, the alert can be disregarded, and the IR 2 can be set back to OFF.*

One squib per fire extinguishing bottle on engine 1 is inoperative.

The ENG 1 FIRE BOTTLE 1 SQUIB REDUNDANCY and ENG 1 FIRE BOTTLE 2 SQUIB REDUNDANCY messages may be displayed on the DISPATCH page.
If displayed, *Refer to Item 26-20-04 Squib Redundancy of the Engine Fire Extinguishing Bottle*.
If battery 2 is inoperative, disregard SMOKE FWD+AFT CARGOS BTLs REDUNDANCY message on the DISPATCH page.
If both battery 1 and battery 2 are inoperative, the SMOKE FWD+AFT CARGOS BOTTLES message will be displayed on the DISPATCH page.
Refer to Item 26-23-06 Cargo Fire Extinguishing System.

FLIGHT PREPARATION/LIMITATIONS

- **If the APU and the APU GEN are required to be used:**
  For the extra fuel required for the APU use: 320 kg/h (706 lb/h).

DURING PRELIMINARY COCKPIT PREPARATION

BAT 2..OFF

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24-41-02A	EXT PWR 1(2) NOT IN USE light on the External Power Panel

Ident.: MO-24-41-00016425.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND

- **For the inoperative EXT PWR 1(2) NOT IN USE light**
  and
  Before each connection or disconnection of the associated external power 1(2) plug:

  Check that the associated external power 1(2) is disconnected from the network:

  - On the ELEC overhead panel, EXT 1(2) pb .... OFF
  - On the ELEC AC SD page, check that the EXT 1(2) triangle contactor indication is displayed white.

24-41-03B	External Power Control and Receptacle (external power 2 inoperative)

Ident.: MO-24-41-00016713.0001001 / 09 JAN 20
Applicable to: ALL

PRELIMINARY COCKPIT PREPARATION

The external power 2 cannot be connected as the first external power supply (as usually done per SOP).

Therefore, the flight crew must disregard this SOP line and first connect the external power 1.

24-41-03C	External Power Control and Receptacle (both inoperative)

Ident.: MO-24-41-00021162.0001001 / 09 JAN 20
Applicable to: ALL

AFTER LANDING, AT THE GATE

Before the second engine shutdown, keep the APU running.

Note: *If APU is not started, the engine can only be started on batteries (Refer to FCOM//Procedures/Normal Procedures/Supplementary Procedures/Engine/Engine Start on Batteries).*

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24-51-01B Auto Transformer Unit 1A(1B)(2A)(2B)

Ident.: MO-24-51-00016433.0001001 / 13 APR 16
Applicable to: ALL

BEFORE APU START

In order to avoid transient disconnection of one electrical side:

- **When the external power 1 is on:**

  Before the APU start, the APU GEN pb-sw must be set to OFF.

  After first engine start, the APU GEN pb-sw can be set to on.

- **When the external power 1 is off:**

  The APU must be started on batteries.

BEFORE ENGINE START

In order to avoid transient disconnection of one electrical side:

- **When the APU is running and the APU GEN is on:**

  Any engine (1 or 2) can be the first engine started.

- **When the external power 1 is on and the APU GEN is off:**

  The engine 2 must be the first engine started.

- **When the external power 1 is off and the APU GEN is off:**

  The first engine must be started on batteries with ground pneumatic power. *Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Engine/Engine Start with an Air Start Unit*.

Intentionally left blank

24-71-01A	C/B Monitoring Function

Ident.: MO-24-71-00016434.0001001 / 13 APR 16
Applicable to: ALL

PRELIMINARY COCKPIT PREPARATION

On the WD, check that the REMOTE C/B CTL ONmemo is not displayed.

Intentionally left blank

25-12-06A	Third Occupant Seat Fifth Strap

Ident.: MO-25-12-00012004.0001001 / 13 APR 16
Applicable to: ALL

IN FLIGHT

To cope with any potential turbulence situation:

The third occupant must tightly fasten the operative harness straps.

Intentionally left blank

25-13-03A	Fourth Occupant Seat Fifth Strap

Ident.: MO-25-13-00012002.0001001 / 13 APR 16
Applicable to: ALL

IN FLIGHT

To cope with any potential turbulence situation:

The fourth occupant must tightly fasten the operative harness straps.

Intentionally left blank

25-14-01A	Pilot Sliding Table

Ident.: MO-25-14-00023208.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Interaction with the OIS remains possible with the KCCU on the affected side.

Intentionally left blank

25-21-02B	Passenger Seat Backrest

Ident.: MO-25-21-00012006.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

PIC must brief cabin crew which seats are affected to ensure that:
- The seat with the inoperative backrest is not used, and
- All the seats that may be affected by the failure are also not used.

25-21-05A	Passenger Seat Armrest

Ident.: MO-25-21-00023616.0001001 / 09 JAN 20
Applicable to: ALL

GENERAL INFORMATION

The required position by default for Taxi, Takeoff, and Landing is the horizontal position. The seats for which the armrest must be in a different position for Taxi, Takeoff, and Landing are identified with a placard visible from the associated seat.

25-21-06A	Underseat Baggage Restraining Bar

Ident.: MO-25-21-00012013.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Cabin crew shall advise the passengers not to leave any item under the associated seat, and check before “Cabin Ready” report.

25-21-08B	Passenger Seat Meal Table (meal table not stowed and affected seats considered inoperative)

Ident.: MO-25-21-00025053.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

PIC must brief cabin crew which seats are affected to ensure that:
- The seat affected by the inoperative meal table is placarded "DO NOT OCCUPY" and not used, and
- The seats with restricted access to the main aisle due to the inoperative meal table are placarded "DO NOT OCCUPY" and not used.

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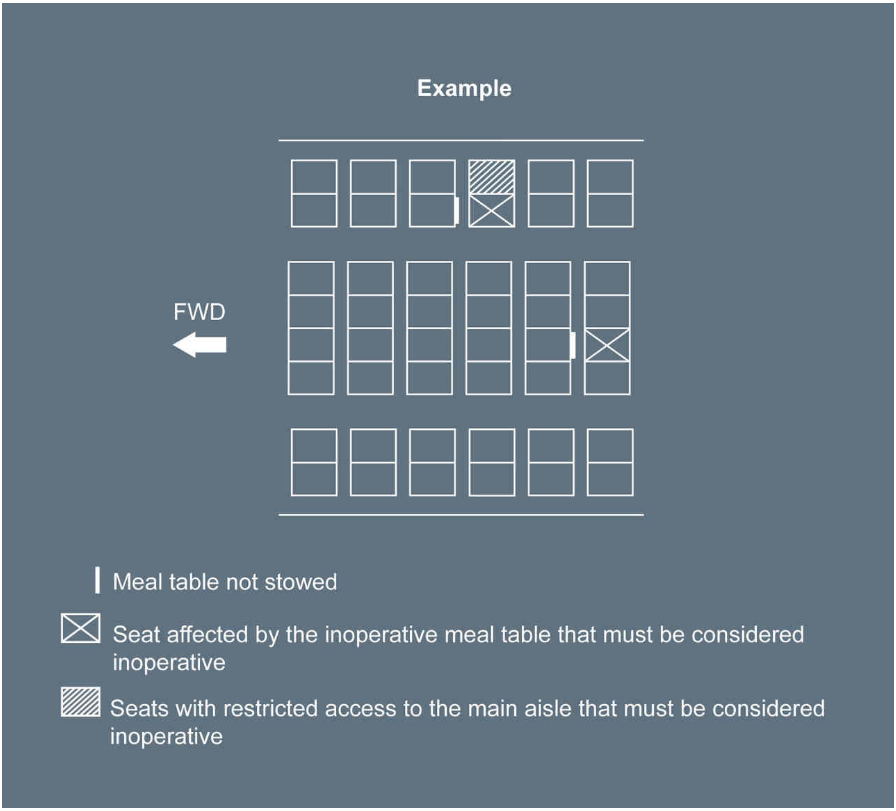


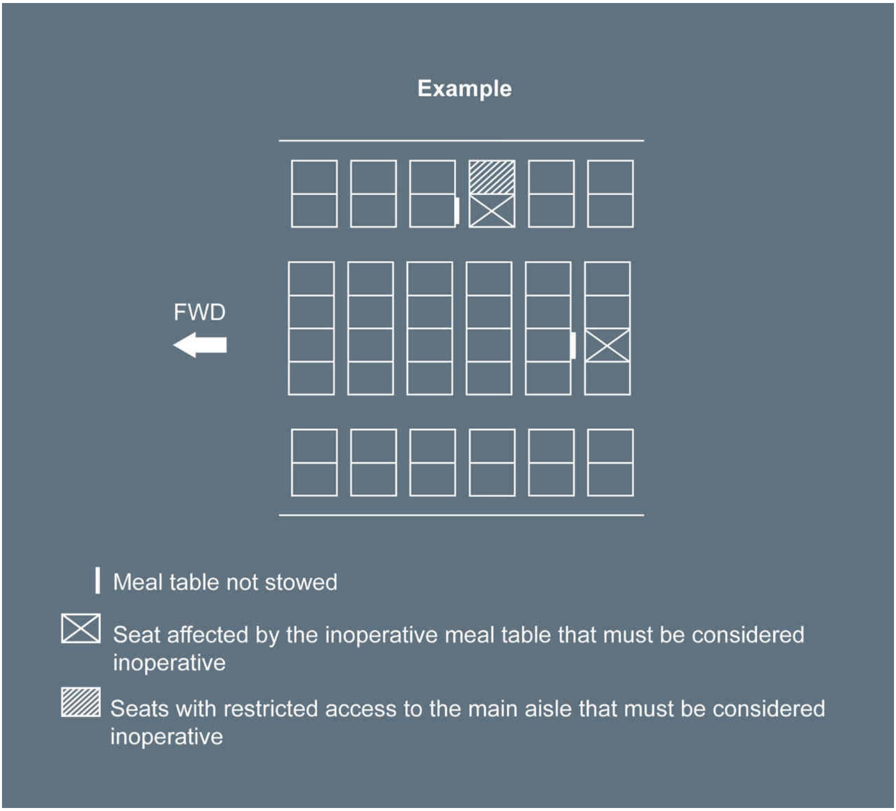
25-21-08C	Passenger Seat Meal Table (meal table not stowed and affected cabin door considered inoperative)

Ident.: MO-25-21-00025054.0001001 / 10 JUL 19
Applicable to: ALL

GENERAL INFORMATION

PIC must brief cabin crew which seats are affected to ensure that:

- The seat affected by the inoperative meal table is placarded "DO NOT OCCUPY" and not used, and
- The seats with restricted access to the main aisle due to the inoperative meal table are placarded "DO NOT OCCUPY" and not used.



Intentionally left blank

25-22-01B	Cabin Attendant Seat (use of a non-required cabin attendant seat)

Ident.: MO-25-22-00012015.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The cabin crew assigned to the affected seat must occupy the adjacent non-required cabin attendant seat or the cabin attendant seat that is nearest to the associated exit. The cabin attendant must be able to reach the assigned emergency exit in essentially the same time as from the normally assigned seat, i.e., a 2 or 3 second time difference is considered" essentially the same time".

25-22-01C	Cabin Attendant Seat (use of a passenger seat)

Ident.: MO-25-22-90000007.9000007 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The cabin crew assigned to the affected seat must occupy a passenger seat as close to or closer than the nearest seated passenger to the associated exit. The cabin attendant must be able to reach the assigned emergency exit in essentially the same time as from the normally assigned seat, i.e., a 2 or 3 second time difference is considered" essentially the same time".

Intentionally left blank

25-24-03B	Coat Stowage/Stowage (Door Removed)

Ident.: MO-25-24-00025966.0001001 / 28 APR 23
Applicable to: ALL

GENERAL INFORMATION

Crewmembers are advised of the inoperative stowage compartment.
Passengers are briefed that the associated stowage compartment is not used.

Intentionally left blank

25-35-01A	Galley Waste Compartment Flapper Door

Ident.: MO-25-35-00011995.0001001 / 28 FEB 20
Applicable to: ALL

GENERAL INFORMATION

Cabin crew shall ensure adequate galley waste storage receptacles are available to accommodate all waste that may be generated on a flight. Empty galley waste and inoperative flapper and access door should be secured closed before departure.

25-35-02A	Galley Waste Compartment Access Door

Ident.: MO-25-35-00025051.0001001 / 28 FEB 20
Applicable to: ALL

GENERAL INFORMATION

Cabin crew shall ensure adequate galley waste storage receptacles are available to accommodate all waste that may be generated on a flight. Empty galley waste and inoperative flapper and access door should be secured closed before departure.

25-35-03B	Galley Compartment (Door Removed)

Ident.: MO-25-35-00025844.0001001 / 28 APR 23
Applicable to: ALL

GENERAL INFORMATION

Crewmembers are advised of the inoperative stowage compartment.

Intentionally left blank

25-40-01A	Toilet Waste Compartment Flapper Door

Ident.: MO-25-40-00020743.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Cabin crew shall ensure that the affected lavatory is kept locked closed and not entered except for use or inspections by crewmembers. Empty toilet waste and inoperative flapper and access door should be secured closed before departure.

25-40-04A	Toilet Waste Compartment Access Door

Ident.: MO-25-40-00025049.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

Cabin crew shall ensure that the affected lavatory is kept locked closed and not entered except for use or inspections by crewmembers. Empty toilet waste and inoperative flapper and access door should be secured closed before departure.

Intentionally left blank

25-50-03A	Decompression Panel between FCRC and Cabin

Ident.: MO-25-50-00020624.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Precautions should be taken while accessing or exiting the bunk beds.

Intentionally left blank

25-62-02A	SLIDE ARMED light

Ident.: MO-25-62-00014644.0001001 / 13 APR 16
Applicable to: ALL

BEFORE FLIGHT

Notify cabin manager that the associated slide armed light is inoperative.

AFTER LANDING

- **Before normal opening of the associated cabin door:**
  On the DOOR/OXYGEN SD page, check that the associated slide is disarmed.

Intentionally left blank

25-64-01A 25-64-01B	First Aid Kit

Ident.: MO-25-64-00011992.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Notify cabin crew that the FAK is resealed and do not mistake it for a fully serviceable unit.

25-64-02A 25-64-02B	Emergency Medical Kit

Ident.: MO-25-64-90000008.9000008 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Notify cabin crew that the EMK is resealed and do not mistake it for a fully serviceable unit.

25-64-03A	Automated External Defibrillator

Ident.: MO-25-64-90000002.9000002 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Notify cabin crew that the AED is resealed and do not mistake it for a fully serviceable unit.

25-64-04A	Universal Precaution Kit

Ident.: MO-25-64-90000009.9000009 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Notify cabin crew that the UPK is resealed and do not mistake it for a fully serviceable unit.

Intentionally left blank

25-65-05A	Fireproof Gloves

Ident.: MO-25-65-90000001.9000001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

PIC should brief cabin attendants that the associated fireproof gloves in cabin are unserviceable. If necessary, the pair of serviceable fireproof gloves in cockpit can be used.

Intentionally left blank

26-10-01A — Engine Fire Detection Loop

Ident.: MO-26-10-00024816.0004001 / 10 JUL 19
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test:
- Half of the LEDs of the associated ENG FIRE pb-sw do not come on
- Depending on the failure, the FIRE light on the ENG 1(2) MASTER lever may not come on.

26-10-02A — APU Fire Detection Loop (one inoperative)

Ident.: MO-26-10-00024817.0001001 / 11 JAN 19
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, half of the LEDs of the APU FIRE pb-sw do not come on.

26-10-02B — APU Fire Detection Loop (both inoperative)

Ident.: MO-26-10-00024820.0001001 / 11 JAN 19
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the LEDs of the APU FIRE pb-sw do not come on.

26-10-03A — APU Fire Detection

Ident.: MO-26-10-00024819.0001001 / 11 SEP 18
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the LEDs of the APU FIRE pb-sw do not come on.

26-10-05A Engine Conversion Module Channel

Ident.: MO-26-10-00011836.0001001 / 06 JUL 23
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test:
- The associated engine AGENT pb DISCH light does not come on
- Half of the LEDs of the associated ENG FIRE pb-sw may not come on
- Depending on the failure, the FIRE light on the ENG 1(2) MASTER lever may not come on.

DURING TAXI OUT

The following table indicates the engines that should be running during taxi out, depending on the dispatch messages displayed on the DISPATCH page:

Associated Dispatch Messages	One Engine running	Both engines running
ENG 1 FIRE CM CHANNEL A(B)	Use ENG 1	Can be performed
ENG 2 FIRE CM CHANNEL A(B)	Use ENG 2	
ENG 1 FIRE CM CHANNEL A and ENG 2 FIRE CM CHANNEL A	Do not perform One Engine Taxi	
ENG 1 FIRE CM CHANNEL A and ENG 2 FIRE CM CHANNEL B		
ENG 1 FIRE CM CHANNEL B and ENG 2 FIRE CM CHANNEL A		
ENG 1 FIRE CM CHANNEL B and ENG 2 FIRE CM CHANNEL B		

26-10-06A APU/MLG Bay Conversion Module Channel

Ident.: MO-26-10-00011837.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the APU AGENT pb DISCH light does not come on.

26-10-07A	Fire Protection Function 1

Ident.: MO-26-10-00011838.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the following lights do not come on:
- Half of the LEDs of the ENG 1 FIRE pb-sw
- Half of the LEDs of the APU FIRE pb-sw
- The ENG 1 AGENT 1 pb DISCH light
- The ENG 1 AGENT 1 pb SQUIB light
- The ENG 1 AGENT 2 pb SQUIB light
- The APU AGENT pb DISCH light
- The APU AGENT pb SQUIB light
- The ENG 1 MASTER lever FIRE light.

26-10-08A	Fire Protection Function 2

Ident.: MO-26-10-00011840.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the following lights do not come on:
- Half of the LEDs of the ENG 1 FIRE pb-sw
- The ENG 1 AGENT 2 pb DISCH light
- The ENG 1 AGENT 1 pb SQUIB light
- The ENG 1 AGENT 2 pb SQUIB light.

26-10-09A	Fire Protection Function 3

Ident.: MO-26-10-00011841.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the following lights do not come on:
- Half of the LEDs of the ENG 2 FIRE pb-sw
- The ENG 2 AGENT 1 pb DISCH light
- The ENG 2 AGENT 1 pb SQUIB light
- The ENG 2 AGENT 2 pb SQUIB light.

26-10-10A	Fire Protection Function 4

Ident.: MO-26-10-00011842.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the following lights do not come on:
- Half of the LEDs of the ENG 2 FIRE pb-sw
- Half of the LEDs of the APU FIRE pb-sw
- The ENG 2 AGENT 2 pb DISCH light
- The ENG 2 AGENT 1 pb SQUIB light
- The ENG 2 AGENT 2 pb SQUIB light
- The APU AGENT pb SQUIB light
- The ENG 2 MASTER lever FIRE light.

26-17-01A	Lavatory Smoke Detection

Ident.: MO-26-17-00012534.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Notify cabin manager to reinforce the prohibition of smoking in the affected lavatory, and to check absence of smell of burning and absence of smoke every 15 min in the affected lavatory.

Note: A periodic check of the lavatory every 15 minutes is recommended.

Intentionally left blank

26-18-01A	FCRC Smoke Detection

Ident.: MO-26-18-00012537.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

PIC should assign any crewmembers to check periodically(not greater than one hour) absence of smoke in the FCRC.

26-18-03A	CCRC Smoke Detection

Ident.: MO-26-18-00012539.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Cabin manager should assign any crewmembers to check periodically(not greater than one hour) absence of smoke in the CCRC.

Intentionally left blank

26-20-01A	Engine Fire Extinguishing Bottle Monitoring

Ident.: MO-26-20-00011848.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

The associated engine AGENT pb DISCH light is permanently on, except during the APU and ENG Fire Test.

26-20-02A	APU Fire Extinguishing Bottle Monitoring (APU bottle correctly charged)

Ident.: MO-26-20-00011849.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

The APU AGENT pb DISCH light is permanently on, except during the APU and ENG Fire Test.

26-20-03A	Squib of the APU Fire Extinguishing Bottle (one inoperative)

Ident.: MO-26-20-00011852.0001001 / 11 SEP 20
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the SQUIB light of the APU AGENT pb does not come on.

26-20-03B	Squib of the APU Fire Extinguishing Bottle (both inoperative)

Ident.: MO-26-20-00011864.0001001 / 11 SEP 20
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the SQUIB light of the APU AGENT pb does not come on.

26-20-04A	Squib Redundancy of the Engine Fire Extinguishing Bottle

Ident.: MO-26-20-00024430.0001001 / 12 MAY 20
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the SQUIB light of the associated engine AGENT pb does not come on.

26-25-01A	Lavatory Waste Bin Fire Extinguisher (associated lavatory available)

Ident.: MO-26-25-00012543.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Notify cabin manager to reinforce the prohibition of smoking in the affected lavatory, and to check absence of smell of burning and absence of smoke every 15 min in the affected lavatory.

Note: A periodic check of the lavatory every 15 minutes is recommended.

26-25-01B	Lavatory Waste Bin Fire Extinguisher (associated lavatory not used)

Ident.: MO-26-25-90000006.9000006 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

If the associated lavatory smoke detection system is inoperative, ensure that affected lavatory is kept locked and not entered except for inspection by crewmembers.

Intentionally left blank

27-01-01A	PRIM pb-sw FAULT light

Ident.: MO-27-01-00018581.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the F/CTL SD page, check that the indication of the associated PRIM is in accordance with the PRIM status (no amber X displayed).

27-01-03A	SEC pb-sw FAULT light

Ident.: MO-27-01-00018584.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the F/CTL SD page, check that the indication of the associated SEC is in accordance with the SEC status (no amber X displayed).

Intentionally left blank

27-02-01A	RUDDER TRIM RESET pb

Ident.: MO-27-02-00018588.0001001 / 13 APR 16
Applicable to: ALL

AFTER ENGINE START

Use the RUDDER TRIM selector to set the rudder trim position to 0 °, if necessary.

27-02-02A	RUDDER TRIM selector

Ident.: MO-27-02-00018589.0001001 / 13 APR 16
Applicable to: ALL

IN FLIGHT

The automatic rudder trim function with the AP engaged remains available.

The RUDDER TRIM RESET pb remains available to reset the rudder trim to 0 °.

Intentionally left blank

27-14-01A	Outer Aileron Green Hydraulic Actuator

Ident.: MO-27-14-00023040.0001001 / 08 OCT 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **For a non-ETOPS flight:**

  Increase the fuel consumption by the maximum of:
  - 0.2 %, or
  - [0.60 - 0.00015 x Air Distance in nm] %

- **For an ETOPS flight:**

  Increase the fuel consumption by the maximum of:
  - 3 %, or
  - [3.42 - 0.00015 x Air Distance in nm] %

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

27-14-02A	Outer Aileron Yellow Hydraulic Actuator

Ident.: MO-27-14-00023041.0001001 / 08 OCT 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **For a non-ETOPS flight:**

  Increase the fuel consumption by the maximum of:
  - 0.2 %, or
  - [0.60 - 0.00015 x Air Distance in nm] %

- **For an ETOPS flight:**

  Increase the fuel consumption by the maximum of:
  - 3 %, or
  - [3.42 - 0.00015 x Air Distance in nm] %

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DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

27-14-03A	Outer Aileron Pressure Sensor

Ident.: MO-27-14-00018592.0001001 / 08 OCT 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **For a non-ETOPS flight:**

  Increase the fuel consumption by the maximum of:
  - 0.2 %, or
  - [0.60 - 0.00015 x Air Distance in nm] %

- **For an ETOPS flight:**

  Increase the fuel consumption by the maximum of:
  - 3 %, or
  - [3.42 - 0.00015 x Air Distance in nm] %

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

27-14-04A	Inner Aileron Hydraulic Actuator

Ident.: MO-27-14-00025154.0002001 / 05 OCT 23
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

TAKEOFF PERFORMANCE

Check that the TOW is below 275 t (606 klb).

27-22-01B	Rudder Trim System (both inoperative)

Ident.: MO-27-22-00018595.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is APPR1.

DURING PRELIMINARY COCKPIT PREPARATION

On the F/CTL SD page, the rudder trim position is indicated amber X.

BEFORE TAKEOFF

On the F/CTL SD page, check that the rudder surface position is at neutral with the rudder pedals centered.

IN FLIGHT

The automatic rudder trim with the AP engaged remains available.

Intentionally left blank

27-24-03A	Rudder Pedal Adjustment System

Ident.: MO-27-24-00018602.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

On both flight crew member sides:

- Apply loads equivalent to a full rudder deflection simultaneously on both pedals (in rudder control movement direction) to ensure that the secured position is reached.
- Check that both pedals can achieve full and unrestricted rudder deflection.
- Check that both pedals can achieve full and unrestricted brake deflection.

Intentionally left blank

27-51-01A 27-51-01B	Flap System 1

Ident.: MO-27-51-00019780.0001001 / 11 JAN 18
Applicable to: ALL

GENERAL INFORMATION

The flaps operate at half speed.

PARKING

After engine shutdown, the F/CTL INR FLAPS FAULT alert and associated F/CTL FLAP SYS 1+2 dispatch message may be displayed spuriously.

- **If displayed, and to confirm that these messages are spurious, perform a reset of FLAP SYS 2:**
  FLAPS 2 [V2] reset button .... PULL
  FLAPS 2 [V2] reset button .... PUSH

27-51-02A 27-51-02B	Flap System 2

Ident.: MO-27-51-00017035.0001001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The flaps operate at half speed.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "DFS INOPERATIVE".*

Increase the fuel consumption by 1.8 %.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY........ INSERT

To update the FMS fuel prediction, add the 1.8 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

PARKING

After engine shutdown, the F/CTL INR FLAPS FAULT alert and associated F/CTL FLAP SYS 1+2 dispatch message may be displayed spuriously.

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- **If displayed, and to confirm that these messages are spurious, perform a reset of FLAP SYS 1:**

  FLAPS 1 [E2] reset button .... PULL
  FLAPS 1 [E2] reset button .... PUSH

27-51-03A	Flap PCU 2

Ident.: MO-27-51-00017036.0001001 / 11 JAN 18
Applicable to: ALL

GENERAL INFORMATION

The flaps operate at half speed.

PARKING

After engine shutdown, the F/CTL INR FLAPS FAULT alert and associated F/CTL FLAP SYS 1+2 dispatch message may be displayed spuriously.

- **If displayed, and to confirm that these messages are spurious, perform a reset of FLAP SYS 1:**

  FLAPS 1 [E2] reset button .... PULL
  FLAPS 1 [E2] reset button .... PUSH

27-51-05A	Flap ADGB Control

Ident.: MO-27-51-00017037.0001001 / 22 JAN 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "DFS INOPERATIVE".*

Increase the fuel consumption by 1.8 %.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY .... INSERT

To update the FMS fuel prediction, add the 1.8 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

27-51-07A	Flap PCU 1

Ident.: MO-27-51-00023531.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

The flaps operate at half speed.

PARKING

After engine shutdown, the F/CTL INR FLAPS FAULT alert and associated F/CTL FLAP SYS 1+2 dispatch message may be displayed spuriously.

- **If displayed, and to confirm that these messages are spurious, perform a reset of FLAP SYS 2:**
  FLAPS 2 [V2] reset button ....PULL
  FLAPS 2 [V2] reset button ....PUSH

Intentionally left blank

27-64-01A	Spoiler 1 (one inoperative)

Ident.: MO-27-64-00018605.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

After spoiler's deactivation without collar:
- The flaps retraction is
  - Inhibited on-ground
  - Available in-flight
- The FLAPS lever is set to 0 until the flight crew selects the takeoff position.

Once the flaps are extended in the takeoff position, do not retract the flaps while the aircraft is on-ground.

Note: *If a flaps retraction is commanded on-ground, the F RETRACT INHIBIT message will be displayed on the Slats/Flaps display and the flaps retraction will be inhibited on-ground and in-flight. The application of the Maintenance Procedure for the deactivation of the spoiler is then necessary again before takeoff to remove the inhibition and recover the capability to retract the flaps in-flight.*

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".*

TAKEOFF PERFORMANCE

Check that the TOW is below 270 t (595 klb).

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 4.1 %.
Reduce the OEI en-route performance limiting weight by 2 490 kg (5 490 lb) or 1.0 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 530 ft (162 m) net ceiling penalty.*

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DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 4.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

FOR APPROACH AND LANDING

Do not use slats/flaps CONF FULL.

27-64-01B	Spoiler 1 (one inoperative with a spoiler collar installed)

Ident.: MO-27-64-00018606.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".*

TAKEOFF PERFORMANCE

Check that the TOW is below 270 t (595 klb).

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 4.1 %.
Reduce the OEI en-route performance limiting weight by 2 490 kg (5 490 lb) or 1.0 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 530 ft (162 m) net ceiling penalty.*

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 4.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

27-64-02A	Spoiler 2 (one inoperative)

Ident.: MO-27-64-00018607.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

After spoiler's deactivation without collar:
- The flaps retraction is
  - Inhibited on-ground
  - Available in-flight
- The FLAPS lever is set to 0 until the flight crew selects the takeoff position.

Once the flaps are extended in the takeoff position, do not retract the flaps while the aircraft is on-ground.

Note: *If a flaps retraction is commanded on-ground, the F RETRACT INHIBIT message will be displayed on the Slats/Flaps display and the flaps retraction will be inhibited on-ground and in-flight. The application of the Maintenance Procedure for the deactivation of the spoiler is then necessary again before takeoff to remove the inhibition and recover the capability to retract the flaps in-flight.*

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".*

TAKEOFF PERFORMANCE

Check that the TOW is below 270 t (595 klb).

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 8.8 %.
Reduce the OEI en-route performance limiting weight by 5 840 kg (12 875 lb) or 2.4 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 1 140 ft (347 m) net ceiling penalty.*

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DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 8.8 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

FOR APPROACH AND LANDING

Do not use slats/flaps CONF FULL.

27-64-02B	Spoiler 2 (one inoperative with a spoiler collar installed)

Ident.: MO-27-64-00018608.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".*

TAKEOFF PERFORMANCE

Check that the TOW is below 270 t (595 klb).

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 8.8 %.
Reduce the OEI en-route performance limiting weight by 5 840 kg (12 875 lb) or 2.4 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 1 140 ft (347 m) net ceiling penalty.*

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 8.8 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

27-64-03A	Spoiler 3 (one inoperative)

Ident.: MO-27-64-00018609.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

After spoiler's deactivation without collar:
- The flaps retraction is
  - Inhibited on-ground
  - Available in-flight
- The FLAPS lever is set to 0 until the flight crew selects the takeoff position.

Once the flaps are extended in the takeoff position, do not retract the flaps while the aircraft is on-ground.

Note: *If a flaps retraction is commanded on-ground, the F RETRACT INHIBIT message will be displayed on the Slats/Flaps display and the flaps retraction will be inhibited on-ground and in-flight. The application of the Maintenance Procedure for the deactivation of the spoiler is then necessary again before takeoff to remove the inhibition and recover the capability to retract the flaps in-flight.*

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".*

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 6.1 %.
Reduce the OEI en-route performance limiting weight by 6 740 kg (14 859 lb) or 2.7 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 1 290 ft (393 m) net ceiling penalty.*

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 6.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

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FOR TAKEOFF

Perform the takeoff in CONF 1+F.

FOR APPROACH AND LANDING

Do not use slats/flaps CONF FULL.

27-64-03B	Spoiler 3 (one inoperative with a spoiler collar installed)

Ident.: MO-27-64-00018610.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 6.1 %.
Reduce the OEI en-route performance limiting weight by 6 740 kg (14 859 lb) or 2.7 % whichever is lower.

Note: This weight decrement penalty corresponds to a 1 290 ft (393 m) net ceiling penalty.

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 6.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

FOR TAKEOFF

Perform the takeoff in CONF 1+F.

27-64-04A	Spoiler 4 (one inoperative)

Ident.: MO-27-64-00018611.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

After spoiler's deactivation without collar:
- The flaps retraction is
  - Inhibited on-ground
  - Available in-flight
- The FLAPS lever is set to 0 until the flight crew selects the takeoff position.

Once the flaps are extended in the takeoff position, do not retract the flaps while the aircraft is on-ground.

Note: *If a flaps retraction is commanded on-ground, the F RETRACT INHIBIT message will be displayed on the Slats/Flaps display and the flaps retraction will be inhibited on-ground and in-flight. The application of the Maintenance Procedure for the deactivation of the spoiler is then necessary again before takeoff to remove the inhibition and recover the capability to retract the flaps in-flight.*

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".*

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 6.1 %.
Reduce the OEI en-route performance limiting weight by 6 740 kg (14 859 lb) or 2.7 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 1 290 ft (393 m) net ceiling penalty.*

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 6.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

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FOR APPROACH AND LANDING

Do not use slats/flaps CONF FULL.

27-64-04B	Spoiler 4 (one inoperative with a spoiler collar installed)

Ident.: MO-27-64-00018613.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".*

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 6.1 %.
Reduce the OEI en-route performance limiting weight by 6 740 kg (14 859 lb) or 2.7 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 1 290 ft (393 m) net ceiling penalty.*

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 6.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

27-64-05A	Spoiler 6 (one inoperative)

Ident.: MO-27-64-00018614.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

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After spoiler's deactivation without collar:
- The flaps retraction is
  - Inhibited on-ground
  - Available in-flight
- The FLAPS lever is set to 0 until the flight crew selects the takeoff position.

Once the flaps are extended in the takeoff position, do not retract the flaps while the aircraft is on-ground.

Note: *If a flaps retraction is commanded on-ground, the F RETRACT INHIBIT message will be displayed on the Slats/Flaps display and the flaps retraction will be inhibited on-ground and in-flight. The application of the Maintenance Procedure for the deactivation of the spoiler is then necessary again before takeoff to remove the inhibition and recover the capability to retract the flaps in-flight.*

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".*

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 6.1 %.
Reduce the OEI en-route performance limiting weight by 6 740 kg (14 859 lb) or 2.7 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 1 290 ft (393 m) net ceiling penalty.*

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 6.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

FOR TAKEOFF

Perform the takeoff in CONF 1+F.

FOR APPROACH AND LANDING

Do not use slats/flaps CONF FULL.

27-64-05B	Spoiler 6 (one inoperative with a spoiler collar installed)

Ident.: MO-27-64-00018615.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 6.1 %.
Reduce the OEI en-route performance limiting weight by 6 740 kg (14 859 lb) or 2.7 % whichever is lower.

Note: This weight decrement penalty corresponds to a 1 290 ft (393 m) net ceiling penalty.

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 6.1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

FOR TAKEOFF

Perform the takeoff in CONF 1+F.

27-64-06A	Spoiler 7 (one inoperative)

Ident.: MO-27-64-00018616.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

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After spoiler's deactivation without collar:

- The flaps retraction is
  - Inhibited on-ground
  - Available in-flight
- The FLAPS lever is set to 0 until the flight crew selects the takeoff position.

Once the flaps are extended in the takeoff position, do not retract the flaps while the aircraft is on-ground.

Note: *If a flaps retraction is commanded on-ground, the F RETRACT INHIBIT message will be displayed on the Slats/Flaps display and the flaps retraction will be inhibited on-ground and in-flight. The application of the Maintenance Procedure for the deactivation of the spoiler is then necessary again before takeoff to remove the inhibition and recover the capability to retract the flaps in-flight.*

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".*

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 4.8 %.
Reduce the OEI en-route performance limiting weight by 5 120 kg (11 288 lb) or 2.1 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 1 020 ft (311 m) net ceiling penalty.*

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 4.8 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

FOR APPROACH AND LANDING

Do not use slats/flaps CONF FULL.

27-64-06B	Spoiler 7 (one inoperative with a spoiler collar installed)

Ident.: MO-27-64-00018617.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 4.8 %.
Reduce the OEI en-route performance limiting weight by 5 120 kg (11 288 lb) or 2.1 % whichever is lower.

Note: This weight decrement penalty corresponds to a 1 020 ft (311 m) net ceiling penalty.

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 4.8 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

27-64-08A	Spoiler 5

Ident.: MO-27-64-00025347.0005001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

After spoiler's deactivation:
- The flaps retraction is
  - Inhibited on-ground
  - Available in-flight
- The FLAPS lever is set to 0 until the flight crew selects the takeoff position.

Once the flaps are extended in the takeoff position, do not retract the flaps while the aircraft is on-ground.

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Note: *If a flaps retraction is commanded on-ground, the F RETRACT INHIBIT message will be displayed on the Slats/Flaps display and the flaps retraction will be inhibited on-ground and in-flight. The application of the Maintenance Procedure for the deactivation of the spoiler is then necessary again before takeoff to remove the inhibition and recover the capability to retract the flaps in-flight.*

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ONE INOPERATIVE".*

IN-FLIGHT PERFORMANCE

Increase the fuel consumption by 7.2 %.
Reduce the OEI en-route performance limiting weight by 7 990 kg (17 615 lb) or 3.2 % whichever is lower.

Note: *This weight decrement penalty corresponds to a 1 490 ft (450 m) net ceiling penalty.*

DURING COCKPIT PREPARATION

MFD FMS PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 7.2 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

FOR APPROACH AND LANDING

Do not use slats/flaps CONF FULL.

Intentionally left blank

27-81-01A	Slat System 1

Ident.: MO-27-81-00019783.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The slats operate at half speed.

27-81-02A	Slat System 2

Ident.: MO-27-81-00017038.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The slats operate at half speed.

Intentionally left blank

27-92-01A	Speed Brakes Manual Control System

Ident.: MO-27-92-00024484.0001001 / 21 NOV 17
Applicable to: ALL

GENERAL INFORMATION

The AUTO EMER DES function is not available.

IN FLIGHT

In the case of an emergency descent, the flight crew must be prepared to initiate the descent without the AUTO EMER DES function.
For more information, *Refer to FCTM/Procedures / Abnormal and Emergency Procedures / MISC / EMER DESCENT*.

27-92-02A	Ground Spoiler Control System

Ident.: MO-27-92-00018636.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item "GROUND SPOILERS ALL INOPERATIVE".*

Maximum landing capability is APPR1.

27-92-03A	Sidestick Priority Redundancy

Ident.: MO-27-92-00018639.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that the sidestick priority function is operative on the CAPT side:

- CAPT sidestick pb..Press and hold for at least 4 s
- On the F/O glareshield, check that the SIDESTICK PRIORITY arrow red light comes on
- Check that the PRIORITY LEFT callout is triggered.

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Check that the sidestick priority function is operative on the F/O side:

- F/O sidestick pb.. Press and hold for at least 4 s
- On the CAPT glareshield, check that the SIDESTICK PRIORITY arrow red light comes on
- Check that the PRIORITY RIGHT callout is triggered.

27-92-04A	Sidestick Priority Green CAPT and F/O light

Ident.: MO-27-92-00018641.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

- Move and hold both sidesticks simultaneously for at least 4 s.
- Check that the DUAL INPUT callout is triggered.
- CAPT sidestick pb..Press and hold for at least 4 s
- Check that the PRIORITY LEFT callout is triggered.
- F/O sidestick pb.. Press and hold for at least 4 s
- Check that the PRIORITY RIGHT callout is triggered.

27-93-01A	PRIM 1

Ident.: MO-27-93-00018652.0002001 / 01 JUN 17
Applicable to: ALL

DURING COCKPIT PREPARATION

PRIM 1 pb-sw...OFF
On the F/CTL SD page, check that the PRIM 1 indication is displayed amber.

27-93-02A	PRIM 2

Ident.: MO-27-93-00018653.0002001 / 04 OCT 16
Applicable to: ALL

DURING COCKPIT PREPARATION

PRIM 2 pb-sw...OFF
On the F/CTL SD page, check that the PRIM 2 indication is displayed amber.

27-93-03A	PRIM 3

Ident.: MO-27-93-00018654.0002001 / 01 JUN 17
Applicable to: ALL

DURING COCKPIT PREPARATION

PRIM 3 pb-sw...OFF
On the F/CTL SD page, check that the PRIM 3 indication is displayed amber.

Intentionally left blank

27-94-01A	SEC 1

Ident.: MO-27-94-00018649.0002001 / 04 OCT 16
Applicable to: ALL

DURING COCKPIT PREPARATION

SEC 1 pb-sw..OFF
On the F/CTL SD page, check that the SEC 1 indication is displayed amber.

27-94-02A	SEC 2

Ident.: MO-27-94-00018650.0002001 / 04 OCT 16
Applicable to: ALL

DURING COCKPIT PREPARATION

SEC 2 pb-sw..OFF
On the F/CTL SD page, check that the SEC 2 indication is displayed amber.

27-94-03A	SEC 3

Ident.: MO-27-94-00018651.0002001 / 04 OCT 16
Applicable to: ALL

DURING COCKPIT PREPARATION

SEC 3 pb-sw..OFF
On the F/CTL SD page, check that the SEC 3 indication is displayed amber.

Intentionally left blank

27-96-01A	FCDC 2

Ident.: MO-27-96-00018648.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is LAND3 SINGLE

AFTER ENGINES START

Check on both PFDs that the pitch trim is set to the takeoff target.

Intentionally left blank

28-01-02-04A	CTR TK FEED pb-sw MAN light

Ident.: MO-28-01-02-00013893.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND, AFTER SLAT EXTENSION

On the FUEL SD page, check that the center tank pumps are off.

Intentionally left blank

28-07-02-02A	Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page

Ident.: MO-28-07-02-00013743.0001001 / 06 JUL 20
Applicable to: ALL

GENERAL INFORMATION

The FUEL LEAK DET FAULT alert is displayed on the WD. This alert indicates for crew awareness that the FUEL LEAK SUSPECTED alert cannot be triggered.

FLIGHT PREPARATION/LIMITATIONS

When the FOB indication is displayed with two dashes across the three last digits on the WD, the FQI is in degraded mode and the FUEL SD page must be called to know which tank is affected.

The resulting loss of accuracy must be taken into account by using the two following parameters:
- Fq: The extra fuel quantity to be loaded.
- W: The weight to be added to the total fuel weight for TOW calculation only.

Note: *If there is a reversion to the degraded mode after refueling completion, there is no need to consider adding extra fuel (Fq) and extra weight (W).*

Fq and W parameters can be determined by using either of the two following methods:
- Method A
  The method A allows a quick determination of Fq and W values by using simplified tables established with conservative margins. Highest FQI Range values in the tables may be over those read on the FQI because a high fuel density value was considered to cover all cases.
- Method B
  The method B allows a more accurate determination of Fq and W values by using the actual FQI value read on the FQI for calculation with specific formulas.

METHOD A

Preselect the fuel quantity required for the mission: Fm

- **When the auto refuel stops:**

  On the FUEL SD page, read the degraded FQI value for the affected tank.

  Enter in the table for the FQI Range corresponding to the degraded FQI value read for the affected tank and determine Fq and W values.

  The auto refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

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Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

- **When the auto refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

    - **If the resulting TOW is higher than the MTOW:**

      The aircraft load must be reduced.

    - **If the LW at destination is penalized:**

      LW + Fq (takeoff) + W (takeoff) <= MLW

      - **If the resulting LW is higher than the MLW:**

        The aircraft load must be reduced.

On the permanent data and the pitch trim display, the GWCG is not available (replaced by two blue dashes).
The flight crew can use the TOCG from the loadsheet instead of the actual GWCG.

Check that both following extreme values are within operational CG limits:
- L(Aft) = TOCG + 1 % MAC
- L(Fwd) = TOCG - 1 % MAC

- **If L(Aft) and/or L(Fwd) is not within the operational CG limits:**
  Correct the fuel and/or load distribution or perform necessary repairs.

Example with the left wing tank affected:
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the auto refuel stops:**

  The left wing tank FQI shows the following value with the two last digits dashed: FQI = 25 720 kg (56 700 lb).

Enter in the WING TANK table for the corresponding FQI Range value:

FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
20 000 → 27 000	536	536	44 000 → 59 000	1 176	1 176

The new preselected quantity which corresponds to the total FOB is:

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Fm + Fq = 73 500 kg (162 000 lb) + 536 kg (1 176 lb) = 74 036 kg (163 176 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 74 036 kg (163 176 lb) + 536 kg (1 176 lb) = 74 572 kg (164 352 lb)

Note: *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE					
WING TANK					
(Values in kg)			(Values in lb)		
FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
0 → 5 000	316	316	0 → 11 000	696	696
5 000 → 10 000	366	366	11 000 → 22 000	806	806
10 000 → 15 000	416	416	22 000 → 33 000	916	916
15 000 → 20 000	466	466	33 000 → 44 000	1 026	1 026
20 000 → 27 000	536	536	44 000 → 59 000	1 176	1 176

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE					
CENTER TANK					
(Values in kg)			(Values in lb)		
FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
0 → 5 000	769	769	0 → 11 000	1 696	1 696
5 000 → 10 000	819	819	11 000 → 22 000	1 806	1 806
10 000 → 15 000	869	869	22 000 → 33 000	1 916	1 916
15 000 → 20 000	919	919	33 000 → 44 000	2 026	2 026
20 000 → 25 000	969	969	44 000 → 55 000	2 136	2 136
25 000 → 30 000	1 019	1 019	55 000 → 66 000	2 246	2 246
30 000 → 35 000	1 069	1 069	66 000 → 77 000	2 356	2 356
35 000 → 40 000	1 119	1 119	77 000 → 88 000	2 466	2 466
40 000 → 45 000	1 169	1 169	88 000 → 99 000	2 576	2 576
45 000 → 50 000	1 219	1 219	99 000 → 110 000	2 686	2 686
50 000 → 55 000	1 269	1 269	110 000 → 121 000	2 796	2 796
55 000 → 60 000	1 319	1 319	121 000 → 132 000	2 906	2 906
60 000 → 65 000	1 369	1 369	132 000 → 143 000	3 016	3 016
65 000 → 70 000	1 419	1 419	143 000 → 154 000	3 126	3 126
70 000 → 72 000	1 439	1 439	154 000 → 159 000	3 176	3 176

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE					
ALL TANKS					
(Values in kg)			(Values in lb)		
FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
0 → 5 000	1 303	1 303	0 → 11 000	2 872	2 872
5 000 → 10 000	1 353	1 353	11 000 → 22 000	2 982	2 982
10 000 → 15 000	1 403	1 403	22 000 → 33 000	3 092	3 092

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LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE					
ALL TANKS					
(Values in kg)			(Values in lb)		
FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
15 000 → 20 000	1 453	1 453	33 000 → 44 000	3 202	3 202
20 000 → 25 000	1 503	1 503	44 000 → 55 000	3 312	3 312
25 000 → 30 000	1 553	1 553	55 000 → 66 000	3 422	3 422
30 000 → 35 000	1 603	1 603	66 000 → 77 000	3 532	3 532
35 000 → 40 000	1 653	1 653	77 000 → 88 000	3 642	3 642
40 000 → 45 000	1 703	1 703	88 000 → 99 000	3 752	3 752
45 000 → 50 000	1 753	1 753	99 000 → 110 000	3 862	3 862
50 000 → 55 000	1 803	1 803	110 000 → 121 000	3 972	3 972
55 000 → 60 000	1 853	1 853	121 000 → 132 000	4 082	4 082
60 000 → 65 000	1 903	1 903	132 000 → 143 000	4 192	4 192
65 000 → 70 000	1 953	1 953	143 000 → 154 000	4 302	4 302
70 000 → 75 000	2 003	2 003	154 000 → 165 000	4 412	4 412
75 000 → 80 000	2 053	2 053	165 000 → 176 000	4 522	4 522
80 000 → 85 000	2 103	2 103	176 000 → 187 000	4 632	4 632
85 000 → 90 000	2 153	2 153	187 000 → 198 000	4 742	4 742
90 000 → 95 000	2 203	2 203	198 000 → 209 000	4 852	4 852
95 000 → 100 000	2 253	2 253	209 000 → 220 000	4 962	4 962
100 000 → 105 000	2 303	2 303	220 000 → 231 000	5 072	5 072
105 000 → 110 000	2 353	2 353	231 000 → 242 000	5 182	5 182
110 000 → 115 000	2 403	2 403	242 000 → 253 000	5 292	5 292
115 000 → 120 000	2 453	2 453	253 000 → 264 000	5 402	5 402
120 000 → 125 200	2 505	2 505	264 000 → 276 000	5 522	5 522

METHOD B

Preselect the fuel quantity required for the mission: Fm

- **When the auto refuel stops:**

  On the FUEL SD page, read the degraded FQI value for the affected tank.

  Calculate the Fq and W values by using corresponding formula in the table and FQI degraded value read for the affected tank.

  The auto refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

    Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

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- **When the auto refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

    - **If the resulting TOW is higher than the MTOW:**

      The aircraft load must be reduced.

    - **If the LW at destination is penalized:**

      LW + Fq (takeoff) + W (takeoff) <= MLW

      - **If the resulting LW is higher than the MLW:**

        The aircraft load must be reduced.

On the permanent data and the pitch trim display, the GWCG is not available (replaced by two blue dashes).
The flight crew can use the TOCG from the loadsheet instead of the actual GWCG.

Check that both following extreme values are within operational CG limits:
- L(Aft) = TOCG + 1 % MAC
- L(Fwd) = TOCG - 1 % MAC

- **If L(Aft) and/or L(Fwd) is not within the operational CG limits:**

  Correct the fuel and/or load distribution or perform necessary repairs.

Example with the left wing tank affected:
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the auto refuel stops:**

  The left wing tank FQI shows the following value with the two last digits dashed: FQI = 25 720 kg (56 700 lb).

Enter in the WING TANK table for the corresponding FQI Range value:
Fq = 266 kg (586 lb) + 0.01 x 25 720 kg (56 700 lb) = 523 kg (1 153 lb)
W = 266 kg (586 lb) + 0.01 x 25 720 kg (56 700 lb) = 523 kg (1 153 lb)

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 523 kg (1 153 lb) = 74 023 kg (163 153 lb)

The FOB value to be considered for TOW calculation is then:

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FOB = (Fm + Fq) + W = 74 023 kg (163 153 lb) + 523 kg (1 153 lb) = 74 546 kg (164 306 lb)

Note: *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in kg)		
	Fq (kg)	**W (kg)**
WING TANK	266 + (0.01 x FQI) (kg)	266 + (0.01 x FQI) (kg)
CENTER TANK	719 + (0.01 x FQI) (kg)	719 + (0.01 x FQI) (kg)
ALL TANKS	1 253 + (0.01 x FQI) (kg)	1 253 + (0.01 x FQI) (kg)

LOSS OF ACCURACY DUE TO THE FUEL QUANTITY INDICATION IN DEGRADED MODE (Values in lb - If applicable)		
	Fq (lb)	**W (lb)**
WING TANK	586 + (0.01 x FQI) (lb)	586 + (0.01 x FQI) (lb)
CENTER TANK	1 586 + (0.01 x FQI) (lb)	1 586 + (0.01 x FQI) (lb)
ALL TANKS	2 762 + (0.01 x FQI) (lb)	2 762 + (0.01 x FQI) (lb)

BEFORE START CLEARANCE

When performing the XCHECK WITH AVNCS, a GW discrepancy may appear.
Confirm that the discrepancy is due to additional weight margin used to determine the TOW for the takeoff performance computations.

AFTER ENGINE START

PITCH TRIM sw.. USE

L2 *Manually adjust the pitch trim to ensure that the T.O THS FOR value on both PFDs is in accordance with the TOCG value indicated on the loadsheet.*

28-21-01A	Center Tank Pump (one inoperative)

Ident.: MO-28-21-00013732.0003001 / 12 JUL 16
Applicable to: ALL

IN FLIGHT

The FUEL CTR TK L(R) PMP FAULT alert is recalled at 1 500 ft or 2 min after liftoff.

Apply the ECAM procedure.

28-21-01B	Center Tank Pump (both inoperative)

Ident.: MO-28-21-00016760.0001001 / 13 APR 23
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that both crossfeed valves are operative:

- CROSSFEED A pb-sw.. ON
- CROSSFEED B pb-sw.. ON
- On the DISPATCH page, check that none of the FUEL CROSSFEED A(B)(A+B) messages is displayed.
- CROSSFEED A pb-sw.. Auto
- CROSSFEED B pb-sw.. Auto

MFD FMS PREPARATION / FUEL AND LOAD

- ZFW/ZFWCG.. INSERT ACTUAL ZFW/ZFWCG

  The unusable fuel in the center tank is part of the measured FOB. In order to obtain an accurate GW value, insert the actual ZFW/ZFWCG from the loadsheet (i.e. the ZFW and ZFWCG values that do not include the unusable fuel).
- MIN FUEL AT DEST.. ADD CTR TK FUEL

  In order to trigger correctly the DEST EFOB BELOW MIN FMS message on the MFD and the DEST EFOB memo on the WD, add the unusable fuel quantity (i.e. the CTR TK fuel) to the initial MIN FUEL AT DEST value.

BEFORE START CLEARANCE / LOADSHEET

ZFW/ZFWCG.. CHECK CORRECTED ZFW/ZFWCG

The corrected ZFW/ZFWCG values (actual ZFW/ZFWCG + unusable fuel) are used for the loadsheet preparation, and estimation of the CG evolution during the flight.
Check that the corrected ZFW does not exceed MZFW and that corrected ZFWCG is within the ZFWCG envelope.

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BEFORE TAKEOFF

After the T.O CONFIG test, the green T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD. Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the associated FUEL CTR TK L+R PMPS FAULT alert on the WD. If another alert is displayed, refer to the associated MEL item if any (with associated dispatch message).

28-21-02A	Wing Tank Main Pump

Ident.: MO-28-21-00013733.0002001 / 12 SEP 18
Applicable to: ALL

DURING COCKPIT PREPARATION

- **If the left wing tank is affected:**

  On the DISPATCH page, check that none of the following message is displayed:
  - ELEC DRIVE 1A DISCONNECTED
  - ELEC DRIVE 1A DISC STS UNKNOWN
  - ELEC DRIVE 1A MAN DISC
  - ELEC DRIVE 1A OIL FILTER CLOGGED
  - ELEC DRIVE 1A OIL FILTER MONITORING
  - ELEC DRIVE 1A OIL LEVEL LO
  - ELEC DRIVE 1A OIL LEVEL MONITORING
  - ELEC GEN 1A

  Check that the fuel transfer from wing tank to center tank is operative on left side:

  - L TK XFR pb-sw.. ON
  - On the DISPATCH page, check that none of the following messages is displayed:
    - FUEL L TK INLET VLV
    - FUEL CTR TK L INLET VLV
  - L TK XFR pb-sw.. Off

- **If the right wing tank is affected:**

  On the DISPATCH page, check that none of the following message is displayed:
  - ELEC DRIVE 2A DISCONNECTED
  - ELEC DRIVE 2A DISC STS UNKNOWN
  - ELEC DRIVE 2A MAN DISC
  - ELEC DRIVE 2A OIL FILTER CLOGGED
  - ELEC DRIVE 2A OIL FILTER MONITORING

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- ELEC DRIVE 2A OIL LEVEL LO
- ELEC DRIVE 2A OIL LEVEL MONITORING
- ELEC GEN 2A

Check that the fuel transfer from wing tank to center tank is operative on right side:

- R TK XFR pb-sw....................ON
- On the DISPATCH page, check that none of the following messages is displayed:
  - FUEL R TK INLET VLV
  - FUEL CTR TK R INLET VLV
- R TK XFR pb-sw....................Off

28-21-03A	Wing Tank Standby Pump

Ident.: MO-28-21-00021215.0002001 / 12 SEP 18
Applicable to: ALL

DURING COCKPIT PREPARATION

● **If the left wing tank is affected:**

On the DISPATCH page, check that none of the following message is displayed:
- ELEC DRIVE 2B DISCONNECTED
- ELEC DRIVE 2B DISC STS UNKNOWN
- ELEC DRIVE 2B MAN DISC
- ELEC DRIVE 2B OIL FILTER CLOGGED
- ELEC DRIVE 2B OIL FILTER MONITORING
- ELEC DRIVE 2B OIL LEVEL LO
- ELEC DRIVE 2B OIL LEVEL MONITORING
- ELEC GEN 2B

Check that the fuel transfer from wing tank to center tank is operative on left side:

- L TK XFR pb-sw....................ON
- On the DISPATCH page, check that none of the following messages is displayed:
  - FUEL L TK INLET VLV
  - FUEL CTR TK L INLET VLV
- L TK XFR pb-sw....................Off

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- **If the right wing tank is affected:**

  On the DISPATCH page, check that none of the following message is displayed:
  - ELEC DRIVE 1B DISCONNECTED
  - ELEC DRIVE 1B DISC STS UNKNOWN
  - ELEC DRIVE 1B MAN DISC
  - ELEC DRIVE 1B OIL FILTER CLOGGED
  - ELEC DRIVE 1B OIL FILTER MONITORING
  - ELEC DRIVE 1B OIL LEVEL LO
  - ELEC DRIVE 1B OIL LEVEL MONITORING
  - ELEC GEN 1B

  Check that the fuel transfer from wing tank to center tank is operative on right side:

  - R TK XFR pb-sw....................ON
  - On the DISPATCH page, check that none of the following messages is displayed:
    - FUEL R TK INLET VLV
    - FUEL CTR TK R INLET VLV
  - R TK XFR pb-sw....................Off

28-22-01A	APU Fuel Pump

Ident.: MO-28-22-00013735.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The APU start on battery is not available.

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28-23-01A	Crossfeed Valve

Ident.: MO-28-23-00013737.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that the remaining crossfeed valve is operative:

- For the remaining crossfeed valve, CROSSFEED A(B) pb-sw...ON
- On the DISPATCH page, check that the FUEL CROSSFEED VLV A+B message is not displayed.
- For the remaining crossfeed valve, CROSSFEED A(B) pb-sw..Auto

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28-25-03A 28-25-03B	Center Tank Inlet Valve

Ident.: MO-28-25-00013738.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

After deactivation of the affected L(R) center tank inlet valve in the closed position, the fuel transfer from wing L(R) tank to center tank is not available.

DURING COCKPIT PREPARATION

Check that both crossfeed valves are operative:

- CROSSFEED A pb-sw.. ON
- CROSSFEED B pb-sw.. ON
- On the DISPATCH page, check that none of the FUEL CROSSFEED A(B)(A+B) messages is displayed.
- CROSSFEED A pb-sw.. Auto
- CROSSFEED B pb-sw.. Auto

28-25-04A 28-25-04B	Wing Tank Inlet Valve

Ident.: MO-28-25-00013739.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

After deactivation of the affected L(R) wing tank inlet valve in the closed position, the fuel transfer from wing L(R) tank to center tank is not available.

DURING COCKPIT PREPARATION

Check that both crossfeed valves are operative:

- CROSSFEED A pb-sw.. ON
- CROSSFEED B pb-sw.. ON
- On the DISPATCH page, check that none of the FUEL CROSSFEED A(B)(A+B) messages is displayed.
- CROSSFEED A pb-sw.. Auto
- CROSSFEED B pb-sw.. Auto

28-25-06A	Defuel Valve

1 Ident.: MO-28-25-00013741.0001001 / 30 APR 14
Applicable to: B-18919

GENERAL INFORMATION

The pressurized defuel is not available.
The ground fuel transfer (between fuel tanks) is not available.

28-31-02B	Defuel Jettison Valve

Ident.: MO-28-31-00013742.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

GENERAL INFORMATION

The pressurized defuel is not available.
The ground fuel transfer (between fuel tanks) is not available.

28-31-03A	Jettison Valve

Ident.: MO-28-31-00016766.0001001 / 13 APR 16
2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

FLIGHT PREPARATION/LIMITATIONS

- **When one jettison valve is failed**
  and
  If the jettison is activated:
  The jettison rate reduces approximately from 1 500 kg/min (3 307 lb/min) to 1 100 kg/min (2 425 lb/min).

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28-42-01A	FQI Integrity Detection

Ident.: MO-28-42-00013746.0004001 / 01 SEP 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- FUEL CTR TK LEVEL LO DET
- FUEL CTR TK LEVEL DET or FUEL CTR TK LVL DET
- FUEL FQI DEGRADED
- FUEL L(R) SURGE TK OVERFLOW DET
- FUEL L(R)(L+R) WING TK LEVEL LO DET
- FUEL L(R)(L+R) WING TK LEVEL DET or FUEL L(R)(L+R) WING TK LVL DET

FLIGHT PREPARATION/LIMITATIONS

The use of GFLI introduces a loss of accuracy that must be taken into account by using the two following parameters:
- Fq: The extra fuel quantity to be loaded.
- W: The weight to be added to the total fuel weight for TOW calculation only.

Fq and W parameters can be determined by using either of the two following methods:
- Method A
  The method A allows a quick determination of Fq and W values by using simplified tables established with conservative margins. Highest FQI range values in the tables may be over those read on the FQI because a high fuel density value was considered to cover all cases.
- Method B
  The method B allows a more accurate determination of Fq and W values by using the actual FQI value for calculation with specific formulas.

METHOD A

Preselect the fuel quantity required for the mission: Fm

● **When the auto refuel stops:**

On the permanent data, read the FOB value.

Enter in the table for the FQI range corresponding to the FOB value read and determine Fq and W values.

The auto refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

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- **If all tanks reach high level before having loaded the complete Fq value:**

  This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

  Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

- **When the auto refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

    - **If the resulting TOW is higher than the MTOW:**

      The aircraft load must be reduced.

    - **If the LW at destination is penalized:**

      LW + Fq (takeoff) + W (takeoff) <= MLW

      - **If the resulting LW is higher than the MLW:**

        The aircraft load must be reduced.

Example :
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the auto refuel stops:**

  The FOB shows the following value : FOB = 73 500 kg (162 000 lb).

Enter in the table for the corresponding FQI range value:

FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
70 000 → 75 000	4 311	4 311	154 000 → 165 000	9 508	9 508

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 4 311 kg (9 508 lb) = 77 811 kg (171 508 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 77 811 kg (171 508 lb) + 4 311 kg (9 508 lb) = 82 122 kg (181 016 lb)

Note: *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

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LOSS OF ACCURACY DUE TO THE USE OF GFLI									
ALL TANKS									
(Values in kg)					(Values in lb)				
FQI Range (kg)			Fq (kg)	W (kg)	FQI Range (lb)			Fq (lb)	W (lb)
0	→	5 000	5 011	5 011	0	→	11 000	11 048	11 048
5 000	→	10 000	4 961	4 961	11 000	→	22 000	10 938	10 938
10 000	→	15 000	4 911	4 911	22 000	→	33 000	10 828	10 828
15 000	→	20 000	4 861	4 861	33 000	→	44 000	10 718	10 718
20 000	→	25 000	4 811	4 811	44 000	→	55 000	10 608	10 608
25 000	→	30 000	4 761	4 761	55 000	→	66 000	10 498	10 498
30 000	→	35 000	4 711	4 711	66 000	→	77 000	10 388	10 388
35 000	→	40 000	4 661	4 661	77 000	→	88 000	10 278	10 278
40 000	→	45 000	4 611	4 611	88 000	→	99 000	10 168	10 168
45 000	→	50 000	4 561	4 561	99 000	→	110 000	10 058	10 058
50 000	→	55 000	4 511	4 511	110 000	→	121 000	9 948	9 948
55 000	→	60 000	4 461	4 461	121 000	→	132 000	9 838	9 838
60 000	→	65 000	4 411	4 411	132 000	→	143 000	9 728	9 728
65 000	→	70 000	4 361	4 361	143 000	→	154 000	9 618	9 618
70 000	→	75 000	4 311	4 311	154 000	→	165 000	9 508	9 508
75 000	→	80 000	4 261	4 261	165 000	→	176 000	9 398	9 398
80 000	→	85 000	4 211	4 211	176 000	→	187 000	9 288	9 288
85 000	→	90 000	4 161	4 161	187 000	→	198 000	9 178	9 178
90 000	→	95 000	4 111	4 111	198 000	→	209 000	9 068	9 068
95 000	→	100 000	4 061	4 061	209 000	→	220 000	8 958	8 958
100 000	→	105 000	4 011	4 011	220 000	→	231 000	8 848	8 848
105 000	→	110 000	3 961	3 961	231 000	→	242 000	8 738	8 738
110 000	→	115 000	3 911	3 911	242 000	→	253 000	8 628	8 628
115 000	→	120 000	3 861	3 861	253 000	→	264 000	8 518	8 518
120 000	→	125 200	3 811	3 811	264 000	→	276 000	8 408	8 408

METHOD B

Preselect the fuel quantity required for the mission: Fm

- **When the auto refuel stops:**

  On the permanent data, read the FOB value.

  Calculate the Fq and W values by using corresponding formula in the table and FOB value.

  The auto refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

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Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

- **When the auto refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

    - **If the resulting TOW is higher than the MTOW:**

      The aircraft load must be reduced.

    - **If the LW at destination is penalized:**

      LW + Fq (takeoff) + W (takeoff) <= MLW

      - **If the resulting LW is higher than the MLW:**

        The aircraft load must be reduced.

Example :
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the auto refuel stops:**

  The FOB shows the following value : FOB = 73 500 kg (162 000 lb).

Enter in the table for the corresponding FQI Range value:
Fq = 5 011 kg (11 048 lb) - 0.01 x 73 500 kg (162 000 lb) = 4 276 kg (9 426 lb)
W = 5 011 kg (11 048 lb) - 0.01 x 73 500 kg (162 000 lb) = 4 276 kg (9 426 lb)

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 4 276 kg (9 426 lb) = 77 776 kg (171 426 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 77 776 kg (171 426 lb) + 4 276 kg (9 426 lb) = 82 052 kg (180 852 lb)

Note: *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

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LOSS OF ACCURACY DUE TO THE USE OF GFLI (Values in kg)		
	Fq (kg)	**W (kg)**
ALL TANKS	5 011 - (0.01 x FQI) (kg)	5 011 - (0.01 x FQI) (kg)

LOSS OF ACCURACY DUE TO THE USE OF GFLI (Values in lb - If applicable)		
	Fq (lb)	**W (lb)**
ALL TANKS	11 048 - (0.01 x FQI) (lb)	11 048 - (0.01 x FQI) (lb)

BEFORE START CLEARANCE

When performing the XCHECK WITH AVNCS, a GW discrepancy may appear.
Confirm that the discrepancy is due to additional weight margin used to determine the TOW for the takeoff performance computations.

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28-46-01A	Center Tank Low Level Detection

Ident.: MO-28-46-00013747.0004001 / 01 SEP 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- FUEL FQI DEGRADED
- FUEL FQI INTEGRITY DET
- FUEL L(R) SURGE TK OVERFLOW DET
- FUEL L(R)(L+R) WING TK LEVEL DET or FUEL L(R)(L+R) WING TK LVL DET
- FUEL L(R)(L+R) WING TK LEVEL LO DET

FLIGHT PREPARATION/LIMITATIONS

The use of GFLI introduces a loss of accuracy that must be taken into account by using the two following parameters:
- Fq: The extra fuel quantity to be loaded.
- W: The weight to be added to the total fuel weight for TOW calculation only.

Fq and W parameters can be determined by using either of the two following methods:
- Method A
  The method A allows a quick determination of Fq and W values by using simplified tables established with conservative margins. Highest FQI range values in the tables may be over those read on the FQI because a high fuel density value was considered to cover all cases.
- Method B
  The method B allows a more accurate determination of Fq and W values by using the actual FQI value for calculation with specific formulas.

METHOD A

Preselect the fuel quantity required for the mission: Fm

- **When the auto refuel stops:**

  On the permanent data, read the FOB value.

  Enter in the table for the FQI range corresponding to the FOB value read and determine Fq and W values.

  The auto refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

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Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

- **When the auto refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

    - **If the resulting TOW is higher than the MTOW:**

      The aircraft load must be reduced.

    - **If the LW at destination is penalized:**

      LW + Fq (takeoff) + W (takeoff) <= MLW

      - **If the resulting LW is higher than the MLW:**

        The aircraft load must be reduced.

Example :
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the auto refuel stops:**

  The FOB shows the following value : FOB = 73 500 kg (162 000 lb).

Enter in the table for the corresponding FQI range value:

FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
70 000 → 75 000	4 311	4 311	154 000 → 165 000	9 508	9 508

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 4 311 kg (9 508 lb) = 77 811 kg (171 508 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 77 811 kg (171 508 lb) + 4 311 kg (9 508 lb) = 82 122 kg (181 016 lb)

<u>Note:</u> *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

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LOSS OF ACCURACY DUE TO THE USE OF GFLI									
ALL TANKS									
(Values in kg)					(Values in lb)				
FQI Range (kg)			Fq (kg)	W (kg)	FQI Range (lb)			Fq (lb)	W (lb)
0	→	5 000	5 011	5 011	0	→	11 000	11 048	11 048
5 000	→	10 000	4 961	4 961	11 000	→	22 000	10 938	10 938
10 000	→	15 000	4 911	4 911	22 000	→	33 000	10 828	10 828
15 000	→	20 000	4 861	4 861	33 000	→	44 000	10 718	10 718
20 000	→	25 000	4 811	4 811	44 000	→	55 000	10 608	10 608
25 000	→	30 000	4 761	4 761	55 000	→	66 000	10 498	10 498
30 000	→	35 000	4 711	4 711	66 000	→	77 000	10 388	10 388
35 000	→	40 000	4 661	4 661	77 000	→	88 000	10 278	10 278
40 000	→	45 000	4 611	4 611	88 000	→	99 000	10 168	10 168
45 000	→	50 000	4 561	4 561	99 000	→	110 000	10 058	10 058
50 000	→	55 000	4 511	4 511	110 000	→	121 000	9 948	9 948
55 000	→	60 000	4 461	4 461	121 000	→	132 000	9 838	9 838
60 000	→	65 000	4 411	4 411	132 000	→	143 000	9 728	9 728
65 000	→	70 000	4 361	4 361	143 000	→	154 000	9 618	9 618
70 000	→	75 000	4 311	4 311	154 000	→	165 000	9 508	9 508
75 000	→	80 000	4 261	4 261	165 000	→	176 000	9 398	9 398
80 000	→	85 000	4 211	4 211	176 000	→	187 000	9 288	9 288
85 000	→	90 000	4 161	4 161	187 000	→	198 000	9 178	9 178
90 000	→	95 000	4 111	4 111	198 000	→	209 000	9 068	9 068
95 000	→	100 000	4 061	4 061	209 000	→	220 000	8 958	8 958
100 000	→	105 000	4 011	4 011	220 000	→	231 000	8 848	8 848
105 000	→	110 000	3 961	3 961	231 000	→	242 000	8 738	8 738
110 000	→	115 000	3 911	3 911	242 000	→	253 000	8 628	8 628
115 000	→	120 000	3 861	3 861	253 000	→	264 000	8 518	8 518
120 000	→	125 200	3 811	3 811	264 000	→	276 000	8 408	8 408

METHOD B

Preselect the fuel quantity required for the mission: Fm

- **When the auto refuel stops:**

  On the permanent data, read the FOB value.

  Calculate the Fq and W values by using corresponding formula in the table and FOB value.

  The auto refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

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Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

- **When the auto refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

    - **If the resulting TOW is higher than the MTOW:**

      The aircraft load must be reduced.

    - **If the LW at destination is penalized:**

      LW + Fq (takeoff) + W (takeoff) <= MLW

      - **If the resulting LW is higher than the MLW:**

        The aircraft load must be reduced.

Example :
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the auto refuel stops:**

  The FOB shows the following value : FOB = 73 500 kg (162 000 lb).

Enter in the table for the corresponding FQI Range value:
Fq = 5 011 kg (11 048 lb) - 0.01 x 73 500 kg (162 000 lb) = 4 276 kg (9 426 lb)
W = 5 011 kg (11 048 lb) - 0.01 x 73 500 kg (162 000 lb) = 4 276 kg (9 426 lb)

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 4 276 kg (9 426 lb) = 77 776 kg (171 426 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 77 776 kg (171 426 lb) + 4 276 kg (9 426 lb) = 82 052 kg (180 852 lb)

Note: *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

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LOSS OF ACCURACY DUE TO THE USE OF GFLI (Values in kg)		
	Fq (kg)	**W (kg)**
ALL TANKS	5 011 - (0.01 x FQI) (kg)	5 011 - (0.01 x FQI) (kg)

LOSS OF ACCURACY DUE TO THE USE OF GFLI (Values in lb - If applicable)		
	Fq (lb)	**W (lb)**
ALL TANKS	11 048 - (0.01 x FQI) (lb)	11 048 - (0.01 x FQI) (lb)

BEFORE START CLEARANCE

When performing the XCHECK WITH AVNCS, a GW discrepancy may appear.
Confirm that the discrepancy is due to additional weight margin used to determine the TOW for the takeoff performance computations.

28-46-02A	**Wing Tank Low Level Detection**

Ident.: MO-28-46-00013901.0002001 / 01 SEP 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- FUEL CTR TK LEVEL LO DET
- FUEL CTR TK LEVEL DET or FUEL CTR TK LVL DET
- FUEL FQI DEGRADED
- FUEL FQI INTEGRITY DET
- FUEL L(R) SURGE TK OVERFLOW DET

28-46-03A	**Surge Tank Overflow Detection**

Ident.: MO-28-46-00013748.0002001 / 01 SEP 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- FUEL CTR TK LEVEL LO DET
- FUEL CTR TK LEVEL DET or FUEL CTR TK LVL DET
- FUEL FQI DEGRADED
- FUEL FQI INTEGRITY DET
- FUEL L(R)(L+R) WING TK LEVEL DET or FUEL L(R)(L+R) WING TK LVL DET

28-46-04A Wing Tank TWDC Point Level Sensor Processor

Ident.: MO-28-46-00013751.0004001 / 01 SEP 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- FUEL CTR TK LEVEL LO DET
- FUEL CTR TK LEVEL DET or FUEL CTR TK LVL DET
- FUEL FQI DEGRADED

FLIGHT PREPARATION/LIMITATIONS

The use of GFLI introduces a loss of accuracy that must be taken into account by using the two following parameters:
- Fq: The extra fuel quantity to be loaded.
- W: The weight to be added to the total fuel weight for TOW calculation only.

Fq and W parameters can be determined by using either of the two following methods:
- Method A
  The method A allows a quick determination of Fq and W values by using simplified tables established with conservative margins. Highest FQI range values in the tables may be over those read on the FQI because a high fuel density value was considered to cover all cases.
- Method B
  The method B allows a more accurate determination of Fq and W values by using the actual FQI value for calculation with specific formulas.

METHOD A

Preselect the fuel quantity required for the mission: Fm

- **When the refuel stops:**

  On the permanent data, read the FOB value.

  Enter in the table for the FQI range corresponding to the FOB value read and determine Fq and W values.

  The refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

    Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

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- **When the refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

    - **If the resulting TOW is higher than the MTOW:**

      The aircraft load must be reduced.

    - **If the LW at destination is penalized:**

      LW + Fq (takeoff) + W (takeoff) <= MLW

      - **If the resulting LW is higher than the MLW:**

        The aircraft load must be reduced.

Example :
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the refuel stops:**

  The FOB shows the following value : FOB = 73 500 kg (162 000 lb).

Enter in the table for the corresponding FQI range value:

FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
70 000 → 75 000	4 311	4 311	154 000 → 165 000	9 508	9 508

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 4 311 kg (9 508 lb) = 77 811 kg (171 508 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 77 811 kg (171 508 lb) + 4 311 kg (9 508 lb) = 82 122 kg (181 016 lb)

<u>Note:</u> *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

LOSS OF ACCURACY DUE TO THE USE OF GFLI					
ALL TANKS					
(Values in kg)			(Values in lb)		
FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
0 → 5 000	5 011	5 011	0 → 11 000	11 048	11 048
5 000 → 10 000	4 961	4 961	11 000 → 22 000	10 938	10 938
10 000 → 15 000	4 911	4 911	22 000 → 33 000	10 828	10 828
15 000 → 20 000	4 861	4 861	33 000 → 44 000	10 718	10 718

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LOSS OF ACCURACY DUE TO THE USE OF GFLI									
ALL TANKS									
(Values in kg)					(Values in lb)				
FQI Range (kg)			Fq (kg)	W (kg)	FQI Range (lb)			Fq (lb)	W (lb)
20 000	→	25 000	4 811	4 811	44 000	→	55 000	10 608	10 608
25 000	→	30 000	4 761	4 761	55 000	→	66 000	10 498	10 498
30 000	→	35 000	4 711	4 711	66 000	→	77 000	10 388	10 388
35 000	→	40 000	4 661	4 661	77 000	→	88 000	10 278	10 278
40 000	→	45 000	4 611	4 611	88 000	→	99 000	10 168	10 168
45 000	→	50 000	4 561	4 561	99 000	→	110 000	10 058	10 058
50 000	→	55 000	4 511	4 511	110 000	→	121 000	9 948	9 948
55 000	→	60 000	4 461	4 461	121 000	→	132 000	9 838	9 838
60 000	→	65 000	4 411	4 411	132 000	→	143 000	9 728	9 728
65 000	→	70 000	4 361	4 361	143 000	→	154 000	9 618	9 618
70 000	→	75 000	4 311	4 311	154 000	→	165 000	9 508	9 508
75 000	→	80 000	4 261	4 261	165 000	→	176 000	9 398	9 398
80 000	→	85 000	4 211	4 211	176 000	→	187 000	9 288	9 288
85 000	→	90 000	4 161	4 161	187 000	→	198 000	9 178	9 178
90 000	→	95 000	4 111	4 111	198 000	→	209 000	9 068	9 068
95 000	→	100 000	4 061	4 061	209 000	→	220 000	8 958	8 958
100 000	→	105 000	4 011	4 011	220 000	→	231 000	8 848	8 848
105 000	→	110 000	3 961	3 961	231 000	→	242 000	8 738	8 738
110 000	→	115 000	3 911	3 911	242 000	→	253 000	8 628	8 628
115 000	→	120 000	3 861	3 861	253 000	→	264 000	8 518	8 518
120 000	→	125 200	3 811	3 811	264 000	→	276 000	8 408	8 408

METHOD B

Preselect the fuel quantity required for the mission: Fm

- **When the refuel stops:**

  On the permanent data, read the FOB value.

  Calculate the Fq and W values by using corresponding formula in the table and FOB value.

  The refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

    Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

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- **When the refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

    - **If the resulting TOW is higher than the MTOW:**

      The aircraft load must be reduced.

    - **If the LW at destination is penalized:**

      LW + Fq (takeoff) + W (takeoff) <= MLW

      - **If the resulting LW is higher than the MLW:**

        The aircraft load must be reduced.

Example :
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the refuel stops:**

  The FOB shows the following value : FOB = 73 500 kg (162 000 lb).

Enter in the table for the corresponding FQI Range value:
Fq = 5 011 kg (11 048 lb) - 0.01 x 73 500 kg (162 000 lb) = 4 276 kg (9 426 lb)
W = 5 011 kg (11 048 lb) - 0.01 x 73 500 kg (162 000 lb) = 4 276 kg (9 426 lb)

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 4 276 kg (9 426 lb) = 77 776 kg (171 426 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 77 776 kg (171 426 lb) + 4 276 kg (9 426 lb) = 82 052 kg (180 852 lb)

<u>*Note:*</u> *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

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LOSS OF ACCURACY DUE TO THE USE OF GFLI (Values in kg)		
	Fq (kg)	**W (kg)**
ALL TANKS	5 011 - (0.01 x FQI) (kg)	5 011 - (0.01 x FQI) (kg)

LOSS OF ACCURACY DUE TO THE USE OF GFLI (Values in lb - If applicable)		
	Fq (lb)	**W (lb)**
ALL TANKS	11 048 - (0.01 x FQI) (lb)	11 048 - (0.01 x FQI) (lb)

BEFORE START CLEARANCE

When performing the XCHECK WITH AVNCS, a GW discrepancy may appear.
Confirm that the discrepancy is due to additional weight margin used to determine the TOW for the takeoff performance computations.

28-49-01A	Fuel Properties Measurement

Ident.: MO-28-49-00025055.0001001 / 20 MAR 19
Applicable to: ALL

AFTER REFUELING

The FUEL FQI DEGRADED message may be displayed on the DISPATCH page in the case of a refueling above 30 000 kg (66 137 lb).

- **If the FUEL FQI DEGRADED message is displayed on the DISPATCH page:**

  Refer to Item 28-07-02-02 Fuel Quantity Indication (FQI) in Degraded Mode on the FUEL SD page.

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28-51-01A	Fuel Quantity and Management System

Ident.: MO-28-51-00020956.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND

- **When the FQMS 2 is inoperative:**

  The refuel, defuel and ground transfer on battery is inoperative.

28-51-02A	Auto Feed Function (center tank fuel used)

Ident.: MO-28-51-00013752.0001001 / 06 JUL 18
Applicable to: ALL

DURING COCKPIT PREPARATION

Check the manual control of the center tank pumps is operative and that both center tank pumps are operative:

- CTR TK FEED pb-sw....................MAN
- CTR TK L PMP pb-sw....................On
- CTR TK R PMP pb-sw....................On
- On the DISPATCH page, check that none of the following messages is displayed:
  - FUEL CTR TK L(R) PMP NOT RUNNING
  - FUEL CTR TK L(R) PMP RUN CONTINUOUSLY
  - FUEL CTR TK L+R PMPs

BEFORE TAKEOFF

CTR TK L PMP pb-sw....................OFF
CTR TK R PMP pb-sw....................OFF

AFTER TAKEOFF

CTR TK L PMP pb-sw....................On
CTR TK R PMP pb-sw....................On

- **When the center tank is empty:**

  CTR TK L PMP pb-sw....................OFF
  CTR TK R PMP pb-sw....................OFF

28-51-02B Auto Feed Function (center tank fuel not used)

Ident.: MO-28-51-00024682.0001001 / 27 DEC 19
Applicable to: ALL

MFD FMS PREPARATION / FUEL AND LOAD

- ZFW/ZFWCG.. INSERT ACTUAL ZFW/ZFWCG

  The unusable fuel in the center tank is part of the measured FOB. In order to obtain an accurate GW value, insert the actual ZFW/ZFWCG from the loadsheet (i.e. the ZFW and ZFWCG values that do not include the unusable fuel).
- MIN FUEL AT DEST.. ADD CTR TK FUEL

  In order to trigger correctly the DEST EFOB BELOW MIN FMS message on the MFD and the DEST EFOB memo on the WD, add the unusable fuel quantity (i.e. the CTR TK fuel) to the initial MIN FUEL AT DEST value.

BEFORE START CLEARANCE / LOADSHEET

ZFW/ZFWCG...CHECK CORRECTED ZFW/ZFWCG

The corrected ZFW/ZFWCG values (actual ZFW/ZFWCG + unusable fuel) are used for the loadsheet preparation, and estimation of the CG evolution during the flight.
Check that the corrected ZFW does not exceed MZFW and that corrected ZFWCG is within the ZFWCG envelope.

BEFORE TAKEOFF

CTR TK L PMP pb-sw..OFF
CTR TK R PMP pb-sw..OFF

28-51-04A FQI Point Level Sensor Integrity Monitoring

Ident.: MO-28-51-00024993.0003001 / 10 JUL 19
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- FUEL FQI DEGRADED
- FUEL FQI INTEGRITY MONITOR

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FLIGHT PREPARATION/LIMITATIONS

The use of GFLI introduces a loss of accuracy that must be taken into account by using the two following parameters:
- Fq: The extra fuel quantity to be loaded.
- W: The weight to be added to the total fuel weight for TOW calculation only.

Fq and W parameters can be determined by using either of the two following methods:
- Method A
  The method A allows a quick determination of Fq and W values by using simplified tables established with conservative margins. Highest FQI range values in the tables may be over those read on the FQI because a high fuel density value was considered to cover all cases.
- Method B
  The method B allows a more accurate determination of Fq and W values by using the actual FQI value for calculation with specific formulas.

METHOD A

Preselect the fuel quantity required for the mission: Fm

- **When the auto refuel stops:**

  On the permanent data, read the FOB value.

  Enter in the table for the FQI range corresponding to the FOB value read and determine Fq and W values.

  The auto refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

    Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

- **When the auto refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

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- **If the resulting TOW is higher than the MTOW:**

  The aircraft load must be reduced.

- **If the LW at destination is penalized:**

  LW + Fq (takeoff) + W (takeoff) <= MLW

  - **If the resulting LW is higher than the MLW:**

    The aircraft load must be reduced.

Example :
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the auto refuel stops:**

  The FOB shows the following value : FOB = 73 500 kg (162 000 lb).

Enter in the table for the corresponding FQI range value:

FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
70 000 → 75 000	4 311	4 311	154 000 → 165 000	9 508	9 508

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 4 311 kg (9 508 lb) = 77 811 kg (171 508 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 77 811 kg (171 508 lb) + 4 311 kg (9 508 lb) = 82 122 kg (181 016 lb)

<u>Note:</u> *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

LOSS OF ACCURACY DUE TO THE USE OF GFLI					
ALL TANKS					
(Values in kg)			(Values in lb)		
FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
0 → 5 000	5 011	5 011	0 → 11 000	11 048	11 048
5 000 → 10 000	4 961	4 961	11 000 → 22 000	10 938	10 938
10 000 → 15 000	4 911	4 911	22 000 → 33 000	10 828	10 828
15 000 → 20 000	4 861	4 861	33 000 → 44 000	10 718	10 718
20 000 → 25 000	4 811	4 811	44 000 → 55 000	10 608	10 608
25 000 → 30 000	4 761	4 761	55 000 → 66 000	10 498	10 498
30 000 → 35 000	4 711	4 711	66 000 → 77 000	10 388	10 388
35 000 → 40 000	4 661	4 661	77 000 → 88 000	10 278	10 278
40 000 → 45 000	4 611	4 611	88 000 → 99 000	10 168	10 168
45 000 → 50 000	4 561	4 561	99 000 → 110 000	10 058	10 058
50 000 → 55 000	4 511	4 511	110 000 → 121 000	9 948	9 948
55 000 → 60 000	4 461	4 461	121 000 → 132 000	9 838	9 838

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LOSS OF ACCURACY DUE TO THE USE OF GFLI									
ALL TANKS									
(Values in kg)					(Values in lb)				
FQI Range (kg)			Fq (kg)	W (kg)	FQI Range (lb)			Fq (lb)	W (lb)
60 000	→	65 000	4 411	4 411	132 000	→	143 000	9 728	9 728
65 000	→	70 000	4 361	4 361	143 000	→	154 000	9 618	9 618
70 000	→	75 000	4 311	4 311	154 000	→	165 000	9 508	9 508
75 000	→	80 000	4 261	4 261	165 000	→	176 000	9 398	9 398
80 000	→	85 000	4 211	4 211	176 000	→	187 000	9 288	9 288
85 000	→	90 000	4 161	4 161	187 000	→	198 000	9 178	9 178
90 000	→	95 000	4 111	4 111	198 000	→	209 000	9 068	9 068
95 000	→	100 000	4 061	4 061	209 000	→	220 000	8 958	8 958
100 000	→	105 000	4 011	4 011	220 000	→	231 000	8 848	8 848
105 000	→	110 000	3 961	3 961	231 000	→	242 000	8 738	8 738
110 000	→	115 000	3 911	3 911	242 000	→	253 000	8 628	8 628
115 000	→	120 000	3 861	3 861	253 000	→	264 000	8 518	8 518
120 000	→	125 200	3 811	3 811	264 000	→	276 000	8 408	8 408

METHOD B

Preselect the fuel quantity required for the mission: Fm

- **When the auto refuel stops:**

  On the permanent data, read the FOB value.

  Calculate the Fq and W values by using corresponding formula in the table and FOB value.

  The auto refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

    Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

- **When the auto refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

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- **If the resulting TOW is higher than the MTOW:**

  The aircraft load must be reduced.

- **If the LW at destination is penalized:**

  LW + Fq (takeoff) + W (takeoff) <= MLW

  - **If the resulting LW is higher than the MLW:**

    The aircraft load must be reduced.

Example :
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the auto refuel stops:**

  The FOB shows the following value : FOB = 73 500 kg (162 000 lb).

Enter in the table for the corresponding FQI Range value:
Fq = 5 011 kg (11 048 lb) - 0.01 x 73 500 kg (162 000 lb) = 4 276 kg (9 426 lb)
W = 5 011 kg (11 048 lb) - 0.01 x 73 500 kg (162 000 lb) = 4 276 kg (9 426 lb)

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 4 276 kg (9 426 lb) = 77 776 kg (171 426 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 77 776 kg (171 426 lb) + 4 276 kg (9 426 lb) = 82 052 kg (180 852 lb)

Note: *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

LOSS OF ACCURACY DUE TO THE USE OF GFLI (Values in kg)		
	Fq (kg)	**W (kg)**
ALL TANKS	5 011 - (0.01 x FQI) (kg)	5 011 - (0.01 x FQI) (kg)

LOSS OF ACCURACY DUE TO THE USE OF GFLI (Values in lb - If applicable)		
	Fq (lb)	**W (lb)**
ALL TANKS	11 048 - (0.01 x FQI) (lb)	11 048 - (0.01 x FQI) (lb)

BEFORE START CLEARANCE

When performing the XCHECK WITH AVNCS, a GW discrepancy may appear.
Confirm that the discrepancy is due to additional weight margin used to determine the TOW for the takeoff performance computations.

28-51-05A	FQI Integrity Monitoring

Ident.: MO-28-51-00025004.0006001 / 01 SEP 23
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- FUEL FQI DEGRADED
- FUEL FQI & LEVEL INTEGRITY MONITOR or FUEL FQI PLS INTEGRITY MONITOR

FLIGHT PREPARATION/LIMITATIONS

The use of GFLI introduces a loss of accuracy that must be taken into account by using the two following parameters:
- Fq: The extra fuel quantity to be loaded.
- W: The weight to be added to the total fuel weight for TOW calculation only.

Fq and W parameters can be determined by using either of the two following methods:
- Method A
  The method A allows a quick determination of Fq and W values by using simplified tables established with conservative margins. Highest FQI range values in the tables may be over those read on the FQI because a high fuel density value was considered to cover all cases.
- Method B
  The method B allows a more accurate determination of Fq and W values by using the actual FQI value for calculation with specific formulas.

METHOD A

Preselect the fuel quantity required for the mission: Fm

- **When the auto refuel stops:**

  On the permanent data, read the FOB value.

  Enter in the table for the FQI range corresponding to the FOB value read and determine Fq and W values.

  The auto refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

    Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

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- **When the auto refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

    - **If the resulting TOW is higher than the MTOW:**

      The aircraft load must be reduced.

    - **If the LW at destination is penalized:**

      LW + Fq (takeoff) + W (takeoff) <= MLW

      - **If the resulting LW is higher than the MLW:**

        The aircraft load must be reduced.

Example :
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the auto refuel stops:**

  The FOB shows the following value : FOB = 73 500 kg (162 000 lb).

Enter in the table for the corresponding FQI range value:

FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
70 000 → 75 000	4 311	4 311	154 000 → 165 000	9 508	9 508

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 4 311 kg (9 508 lb) = 77 811 kg (171 508 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 77 811 kg (171 508 lb) + 4 311 kg (9 508 lb) = 82 122 kg (181 016 lb)

Note: *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

LOSS OF ACCURACY DUE TO THE USE OF GFLI					
ALL TANKS					
(Values in kg)			(Values in lb)		
FQI Range (kg)	Fq (kg)	W (kg)	FQI Range (lb)	Fq (lb)	W (lb)
0 → 5 000	5 011	5 011	0 → 11 000	11 048	11 048
5 000 → 10 000	4 961	4 961	11 000 → 22 000	10 938	10 938
10 000 → 15 000	4 911	4 911	22 000 → 33 000	10 828	10 828
15 000 → 20 000	4 861	4 861	33 000 → 44 000	10 718	10 718

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LOSS OF ACCURACY DUE TO THE USE OF GFLI								
ALL TANKS								
(Values in kg)					(Values in lb)			
FQI Range (kg)			Fq (kg)	W (kg)	FQI Range (lb)			Fq (lb)	W (lb)
20 000	→	25 000	4 811	4 811	44 000	→	55 000	10 608	10 608
25 000	→	30 000	4 761	4 761	55 000	→	66 000	10 498	10 498
30 000	→	35 000	4 711	4 711	66 000	→	77 000	10 388	10 388
35 000	→	40 000	4 661	4 661	77 000	→	88 000	10 278	10 278
40 000	→	45 000	4 611	4 611	88 000	→	99 000	10 168	10 168
45 000	→	50 000	4 561	4 561	99 000	→	110 000	10 058	10 058
50 000	→	55 000	4 511	4 511	110 000	→	121 000	9 948	9 948
55 000	→	60 000	4 461	4 461	121 000	→	132 000	9 838	9 838
60 000	→	65 000	4 411	4 411	132 000	→	143 000	9 728	9 728
65 000	→	70 000	4 361	4 361	143 000	→	154 000	9 618	9 618
70 000	→	75 000	4 311	4 311	154 000	→	165 000	9 508	9 508
75 000	→	80 000	4 261	4 261	165 000	→	176 000	9 398	9 398
80 000	→	85 000	4 211	4 211	176 000	→	187 000	9 288	9 288
85 000	→	90 000	4 161	4 161	187 000	→	198 000	9 178	9 178
90 000	→	95 000	4 111	4 111	198 000	→	209 000	9 068	9 068
95 000	→	100 000	4 061	4 061	209 000	→	220 000	8 958	8 958
100 000	→	105 000	4 011	4 011	220 000	→	231 000	8 848	8 848
105 000	→	110 000	3 961	3 961	231 000	→	242 000	8 738	8 738
110 000	→	115 000	3 911	3 911	242 000	→	253 000	8 628	8 628
115 000	→	120 000	3 861	3 861	253 000	→	264 000	8 518	8 518
120 000	→	125 200	3 811	3 811	264 000	→	276 000	8 408	8 408

METHOD B

Preselect the fuel quantity required for the mission: Fm

- **When the auto refuel stops:**

  On the permanent data, read the FOB value.

  Calculate the Fq and W values by using corresponding formula in the table and FOB value.

  The auto refuel must be started again with the new preselected quantity which corresponds to the total FOB = Fm + Fq

  - **If all tanks reach high level before having loaded the complete Fq value:**

    This shows that all tanks are volumetrically full but the necessary fuel mass for the mission is not guaranteed since the fuel quantity indication varies with fuel density.

    Therefore the mission or the aircraft load must be amended to match the minimum fuel quantity known to be onboard.

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- **When the auto refuel stops again:**

  The FOB value to be considered for TOW calculation is: FOB = Fm + Fq + W

  - **If all tanks reach high level before having loaded Fq value:**

    - The extra fuel quantity known to be onboard is: Fq* with Fq* < Fq, and
    - The FOB value to be considered for TOW calculation is: FOB = Fm + Fq* + W

    - **If the resulting TOW is higher than the MTOW:**

      The aircraft load must be reduced.

    - **If the LW at destination is penalized:**

      LW + Fq (takeoff) + W (takeoff) <= MLW

      - **If the resulting LW is higher than the MLW:**

        The aircraft load must be reduced.

Example :
The preselected fuel quantity required for the mission is: Fm = 73 500 kg (162 000 lb)

- **When the auto refuel stops:**

  The FOB shows the following value : FOB = 73 500 kg (162 000 lb).

Enter in the table for the corresponding FQI Range value:
Fq = 5 011 kg (11 048 lb) - 0.01 x 73 500 kg (162 000 lb) = 4 276 kg (9 426 lb)
W = 5 011 kg (11 048 lb) - 0.01 x 73 500 kg (162 000 lb) = 4 276 kg (9 426 lb)

The new preselected quantity which corresponds to the total FOB is:
Fm + Fq = 73 500 kg (162 000 lb) + 4 276 kg (9 426 lb) = 77 776 kg (171 426 lb)

The FOB value to be considered for TOW calculation is then:
FOB = (Fm + Fq) + W = 77 776 kg (171 426 lb) + 4 276 kg (9 426 lb) = 82 052 kg (180 852 lb)

<u>Note:</u> *At airline convenience, it is permitted to round up Fq and W values given in the tables, as well as above calculated results, to next 10, 50, or 100 kg (lb).*

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LOSS OF ACCURACY DUE TO THE USE OF GFLI (Values in kg)		
	Fq (kg)	**W (kg)**
ALL TANKS	5 011 - (0.01 x FQI) (kg)	5 011 - (0.01 x FQI) (kg)

LOSS OF ACCURACY DUE TO THE USE OF GFLI (Values in lb - If applicable)		
	Fq (lb)	**W (lb)**
ALL TANKS	11 048 - (0.01 x FQI) (lb)	11 048 - (0.01 x FQI) (lb)

BEFORE START CLEARANCE

When performing the XCHECK WITH AVNCS, a GW discrepancy may appear.
Confirm that the discrepancy is due to additional weight margin used to determine the TOW for the takeoff performance computations.

28-51-06A	Overweight Takeoff Monitoring

Ident.: MO-28-51-00025005.0001001 / 10 JUL 19
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the FUEL FQI DEGRADED message is not displayed

28-51-07A	Center Tank Pumps Dry Running Monitoring

Ident.: MO-28-51-00025006.0001001 / 10 JUL 19
Applicable to: ALL

FLIGHT PREPARATION

- **If the center tank is empty:**
  CTR TK L pb-sw.......... OFF
  CTR TK R pb-sw.......... OFF

IN FLIGHT

- **When the center tank contains less than 3 000 kg (6 600 lb) of fuel:**
  MONITOR THE CTR TK FUEL EVERY 15 MIN
- **When the center tank is empty:**
  CTR TK L pb-sw.......... OFF
  CTR TK R pb-sw.......... OFF

28-51-08A	Fuel Temperature Integrity Monitoring

Ident.: MO-28-51-00025007.0001001 / 10 JUL 19
Applicable to: ALL

DURING CRUISE

During the SD PAGES review, monitor the TAT.

- **If the TAT is below -40 °C for more than 6 h:**
  TAT..INCREASE

  To increase the TAT, the flight crew can:
  - *Descend to a lower altitude, or*
  - *Increase the Mach number.*

29-10-01A	Green Engine Driven Pump

Ident.: MO-29-10-00013232.0003001 / 05 OCT 18
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "ENGINE DRIVEN PUMP 1 GREEN INOPERATIVE".

IN-FLIGHT PERFORMANCE

Reduce the OEI en-route performance limiting weight by 12 400 kg (27 340 lb) or 5% whichever is lower.

Note: This weight decrement penalty corresponds to a 2 160 ft (660 m) net ceiling penalty.

DURING COCKPIT PREPARATION

On the HYD overhead panel, check that the G ENG 1(2) SUPPLY ISOL light (white) is on (FSOV closed).

On the HYD SD page:

- Check that the G EDP 1(2) indication is displayed amber OFF and DISC
- Check that the green engine 1(2) FSOV indication is amber closed.

AFTER ENGINE START

Confirm that the associated G EDP is set to OFF.

FOR TAKEOFF

Perform the takeoff in CONF 1+F.

29-10-01A	Green Engine Driven Pump

2 Ident.: MO-29-10-00013232.0006001 / 12 JAN 24
Applicable to: B-18919

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Continued on the following page

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Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "ENGINE DRIVEN PUMP 1 GREEN INOPERATIVE".

IN-FLIGHT PERFORMANCE

Reduce the OEI en-route performance limiting weight by 12 400 kg (27 340 lb) or 5% whichever is lower.

Note: This weight decrement penalty corresponds to a 2 160 ft (660 m) net ceiling penalty.

DURING COCKPIT PREPARATION

On the HYD overhead panel, check that the G ENG 1(2) SUPPLY ISOL light (white) is on (FSOV closed).

On the HYD SD page:

- Check that the G EDP 1(2) indication is displayed amber OFF and DISC
- Check that the green engine 1(2) FSOV indication is amber closed.

AFTER ENGINE START

Confirm that the associated G EDP is set to OFF.

FOR TAKEOFF

Perform the takeoff in CONF 1+F.

PARKING

After last engine shutdown, the dispatch message HYD ENG 1(2) G PMP ISOL and the associated alert HYD ENG 1(2) G PMP ISOL FAULT may be displayed for the affected green EDP 1(2). These messages can be disregarded as long as the green engine 1(2) FSOV indication is amber closed on the HYD SD page.

29-10-02A	Yellow Engine Driven Pump

Ident.: MO-29-10-00013233.0006001 / 11 JAN 19

3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Continued on the following page

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Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "ENGINE DRIVEN PUMP 1 YELLOW INOPERATIVE".

IN-FLIGHT PERFORMANCE

Reduce the OEI en-route performance limiting weight by 8 250 kg (18 190 lb) or 3.3 % whichever is lower.

Note: This weight decrement penalty corresponds to a 1 540 ft (470 m) net ceiling penalty.

DURING COCKPIT PREPARATION

On the HYD overhead panel, check that the Y ENG 1(2) SUPPLY ISOL light (white) is on (FSOV closed).

On the HYD SD page:

- Check that the Y EDP 1(2) indication is displayed amber OFF and DISC
- Check that the yellow engine 1(2) FSOV indication is amber closed.

AFTER ENGINE START

Confirm that the associated Y EDP is set to OFF.

ONE ENGINE TAXI

For one engine taxi at departure or arrival, use the engine that has the operative Y EDP, in order to keep the Nose Wheel Steering (NWS) operative.

L2 *The NWS uses hydraulic pressure from the YELLOW system.*

L1 **DURING TAXI**

During the FLIGHT CONTROLS check :
During the check for the full travel of all ailerons and the correct deflection of all spoilers, apply a pause in the neutral position for 1 s between Full Left and Full Right movement of the sidestick.
The PF remains silent, and applies Full Left - Neutral for 1s - Full Right.
The PM announces “full left”, "neutral", “full right”, when each applicable full travel/neutral position is reached.

L2 *With only one yellow EDP operative, the pressure may not be sufficient to move the spoilers 1, 2 and 7 immediately from the fully left position to the fully right position during the FLIGHT CONTROLS check. This may lead to have the spoilers 1, 2 and 7 displayed amber on the F/CTL SD page even though these spoilers are operative. To prevent this amber display, on the F/CTL SD page, the FLIGHT CONTROLS roll check during taxi must be performed with a pause in neutral position for 1 s.*

29-10-02A	Yellow Engine Driven Pump

4 Ident.: MO-29-10-00013233.0008001 / 12 JAN 24
Applicable to: B-18919

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: In the Airbus EFB PERF applications, this corresponds to the MEL item "ENGINE DRIVEN PUMP 1 YELLOW INOPERATIVE".

IN-FLIGHT PERFORMANCE

Reduce the OEI en-route performance limiting weight by 8 250 kg (18 190 lb) or 3.3 % whichever is lower.

Note: This weight decrement penalty corresponds to a 1 540 ft (470 m) net ceiling penalty.

DURING COCKPIT PREPARATION

On the HYD overhead panel, check that the Y ENG 1(2) SUPPLY ISOL light (white) is on (FSOV closed).

On the HYD SD page:

- Check that the Y EDP 1(2) indication is displayed amber OFF and DISC
- Check that the yellow engine 1(2) FSOV indication is amber closed.

AFTER ENGINE START

Confirm that the associated Y EDP is set to OFF.

ONE ENGINE TAXI

For one engine taxi at departure or arrival, use the engine that has the operative Y EDP, in order to keep the Nose Wheel Steering (NWS) operative.

L2 *The NWS uses hydraulic pressure from the YELLOW system.*

L1 DURING TAXI

During the FLIGHT CONTROLS check :
During the check for the full travel of all ailerons and the correct deflection of all spoilers, apply a pause in the neutral position for 1 s between Full Left and Full Right movement of the sidestick.
The PF remains silent, and applies Full Left - Neutral for 1s - Full Right.

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The PM announces "full left", "neutral", "full right", when each applicable full travel/neutral position is reached.

L2 *With only one yellow EDP operative, the pressure may not be sufficient to move the spoilers 1, 2 and 7 immediately from the fully left position to the fully right position during the FLIGHT CONTROLS check. This may lead to have the spoilers 1, 2 and 7 displayed amber on the F/CTL SD page even though these spoilers are operative. To prevent this amber display, on the F/CTL SD page, the FLIGHT CONTROLS roll check during taxi must be performed with a pause in neutral position for 1 s.*

L1 **PARKING**

After last engine shutdown, the dispatch message HYD ENG 1(2) Y PMP ISOL and the associated alert HYD ENG 1(2) Y PMP ISOL FAULT may be displayed for the affected yellow EDP 1(2). These messages can be disregarded as long as the yellow engine 1(2) FSOV indication is amber closed on the HYD SD page.

29-10-04A	**Green(Yellow) System Accumulator**

Ident.: MO-29-10-00024004.0001001 / 12 SEP 18
Applicable to: ALL

BEFORE ENGINE START:

Pressurize the associated hydraulic reservoir:

CAUTION	*When the electric pump is manually selected, the hydraulic system is fully pressurized.* *Do not pressurize the hydraulic system without clearance from the ground crew.*

GREEN(YELLOW) ELEC PMP AUTO pb..........ON

The electric pump automatically shuts down after engine start.

RSVR PRESS LO Indication on the HYD SD page..........CHECK Not Displayed

29-10-05A	**Green(Yellow) ENG 1(2) Pump Disconnection Switch**

Ident.: MO-29-10-00024007.0001001 / 13 DEC 16
Applicable to: ALL

GENERAL INFORMATION

On the HYD SD page, disregard the **DISC** indication for the affected engine pump.

Intentionally left blank

29-20-01A	Green Electric Motor Pump

Ident.: MO-29-20-00013234.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

GREEN ELEC PMP pb-sw....................OFF

BEFORE ENGINE START

Reinflate the yellow brake accumulator

- ACCU REINFLATE pb....................PUSH
- YELLOW ACCU brake indicator....................CHECK

29-20-02A	Yellow Electric Motor Pump

Ident.: MO-29-20-00013235.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

YELLOW ELEC PMP pb-sw....................OFF

BEFORE ENGINE START

Reinflate the green brake accumulator

- ACCU REINFLATE pb....................PUSH
- GREEN ACCU brake indicator....................CHECK

Intentionally left blank

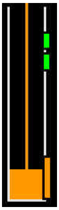
29-33-05A	Green(Yellow) Reservoir Level Monitoring Redundancy

Ident.: MO-29-33-00013286.0001001 / 02 SEP 20
Applicable to: ALL

DURING COCKPIT PREPARATION

- **If the reservoir low level switch is inoperative, the reservoir LVDT remains master:**

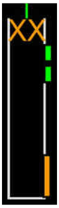
  On the HYD SD page:

  : Check that the reservoir low level threshold is not displayed.

- **If the reservoir LVDT is inoperative, the reservoir low level switch takes over:**

  On the HYD SD page:

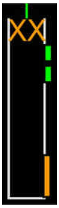
  : Check that the reservoir quantity indication corresponds to the illustration on the left.

Note: When the LVDT is failed or deactivated, the reservoir quantity indication is displayed amber XX on the HYD SD page.

29-33-06A	Green(Yellow) Reservoir Level Monitoring

Ident.: MO-29-33-00013237.0001001 / 02 SEP 20
Applicable to: ALL

DURING COCKPIT PREPARATION



: After maintenance action, on the HYD SD page, check that the reservoir quantity indication corresponds to the illustration on the left.

29-33-09A	Green(Yellow) Reservoir Pressure Transducer

Ident.: MO-29-33-00024003.0001001 / 08 FEB 18
Applicable to: ALL

BEFORE ENGINE START:

Pressurize the associated hydraulic reservoir:
GREEN(YELLOW) ELEC PMP AUTO pb...ON 1 min THEN AUTO

30-11-03A	Wing Anti-Ice Temperature Monitoring

Ident.: MO-30-11-00018462.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND

- **If an air start unit is used:**

  It must only be used for engine start.

DURING COCKPIT PREPARATION

BEFORE ENGINE START

Set the FLAPS lever to position 1 in order to extend the slats and ventilate the structure of the wings.

AFTER ENGINE START

■ **If the left wing is affected:**
- ENG 1 BLEED pb-sw.......... OFF
- PACK 1 pb-sw.......... OFF
- APU BLEED pb-sw.......... OFF
- XBLEED selector..........CLOSE

■ **If the right wing is affected:**
- ENG 2 BLEED pb-sw.......... OFF
- PACK 2 pb-sw.......... OFF
- XBLEED selector..........CLOSE

AFTER TAKEOFF

■ **If the left wing is affected:**
- XBLEED selector.......... AUTO
- ENG 1 BLEED pb-sw.......... On
- PACK 1 pb-sw.......... On
- WING ANTI ICE pb..........As required

■ **If the right wing is affected:**
- XBLEED selector.......... AUTO
- ENG 2 BLEED pb-sw.......... On
- PACK 2 pb-sw.......... On
- WING ANTI ICE pb..........As required

Continued on the following page

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ON GROUND AFTER LANDING BEFORE SLATS RETRACTION

■ **If the left wing is affected:**

- ENG 1 BLEED pb-sw........OFF
- PACK 1 pb-sw........OFF
- APU BLEED pb-sw........OFF
- XBLEED selector........CLOSE

■ **If the right wing is affected:**

- ENG 2 BLEED pb-sw........OFF
- PACK 2 pb-sw........OFF
- XBLEED selector........CLOSE

30-11-04A	**Wing Anti-Ice Valve Seal**

Ident.: MO-30-11-00021778.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND

● **If an air start unit is used:**

It must only be used for engine start.

DURING COCKPIT PREPARATION

BEFORE ENGINE START

- Set the FLAPS lever to position 1 in order to extend the slats and ventilate the structure of the wings.
- WING ANTI ICE pb........ON then Off
- Check that the A-ICE L(R) WING VLV OPEN alert is not displayed on the WD for the affected wing.
- ENG 1(2) BLEED pb-sw........On
- APU BLEED pb-sw........As required
- XBLEED selector........AUTO
- Start the engines normally.

AFTER ENGINE START

■ **If the left wing is affected:**

- ENG 1 BLEED pb-sw........OFF
- PACK 1 pb-sw........OFF
- APU BLEED pb-sw........OFF
- XBLEED selector........CLOSE

Continued on the following page

Continued from the previous page

- **If the right wing is affected:**
  - ENG 2 BLEED pb-sw.. OFF
  - PACK 2 pb-sw.. OFF
  - XBLEED selector..CLOSE

BEFORE TAKEOFF

Check that the A-ICE L(R) WING VLV OPEN alert is not displayed on the WD for the affected wing.

AFTER TAKEOFF

- **If the left wing is affected:**
  - XBLEED selector.. AUTO
  - ENG 1 BLEED pb-sw.. On
  - PACK 1 pb-sw.. On
  - WING ANTI ICE pb..As required

- **If the right wing is affected:**
  - XBLEED selector.. AUTO
  - ENG 2 BLEED pb-sw.. On
  - PACK 2 pb-sw.. On
  - WING ANTI ICE pb..As required

ON GROUND AFTER LANDING BEFORE SLATS RETRACTION

- **If the left wing is affected:**
  - ENG 1 BLEED pb-sw..OFF
  - PACK 1 pb-sw..OFF
  - APU BLEED pb-sw..OFF
  - XBLEED selector..CLOSE

- **If the right wing is affected:**
  - ENG 2 BLEED pb-sw..OFF
  - PACK 2 pb-sw..OFF
  - XBLEED selector..CLOSE

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30-21-02A Engine Anti-Ice PRSOV Shutoff Function (PRSOV deactivated open)

Ident.: MO-30-21-00018465.0001001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

On the WD, the A-ICE ENG 1(2) VLV OPEN alert is displayed on affected side.
After engine start, on the ANTI ICE overhead panel, the ENG 1(2) ANTI ICE pb FAULT light is displayed on affected side.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF application, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".*

Increase the fuel consumption by 0.7 %.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT
To update the FMS fuel prediction, add the 0.7 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

30-21-05A Engine Anti-Ice System Monitoring

Ident.: MO-30-21-00018469.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

When the monitoring of the engine anti-ice system is inoperative, the activation of the system remains available.
Nevertheless, when the ENG 1(2) ANTI ICE pb is set to ON, no monitoring ensures the correct activation of the system.

30-21-07A Engine Anti-Ice System Command

Ident.: MO-30-21-00020629.0001001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The ON light on the ANTI ICE ENG 1 pb and ANTI ICE ENG 2 pb may be permanently illuminated.
The flight crew cannot turn off the engine anti-ice system.

Continued on the following page

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FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF application, this corresponds to the MEL item "ENG. A-ICE VALVE POSITION STUCK OPEN".*

Increase the fuel consumption by 0.7 %.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 0.7 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

30-42-01A	Windows Heating Control

Ident.: MO-30-42-00011796.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

- **When the windows heating control is lost on the right side of the cockpit:**

  On the DOOR/OXYGEN SD page, the rain repellent level indication is displayed amber XX.

FLIGHT PREPARATION/LIMITATIONS

- **When the CM1 side is inoperative:**

  Approaches are limited to CAT I minima, with no autoland.

- **When the CM2 side is inoperative:**

  Maximum landing capability is not affected.

30-42-03A	Front Windshield Heating

Ident.: MO-30-42-00011798.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When the CM1 side is inoperative:**

  Approaches are limited to CAT I minima, with no autoland.

- **When the CM2 side is inoperative:**

  Maximum landing capability is not affected.

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30-45-01B Windshield Wiper

Ident.: MO-30-45-00011813.0001001 / 22 APR 14
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When the wiper is inoperative on the PF side:**
  Approaches are limited to CAT I minima, with no autoland.

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30-71-01A	Drain Mast Heating System

Ident.: MO-30-71-00013209.0001001 / 05 OCT 18
Applicable to: ALL

COCKPIT PREPARATION

Make sure that the lavatory water supplies and galley water supplies associated with the failed drain mast heating system are closed.
The location of the affected galleys and lavatories is shown on the Water/Waste page of the FAP.

- **If FWD drain mast heating system is affected:**

  Turn off potable water supplies in all the galleys and lavatories in the areas of doors 1 and 2.

- **If AFT drain mast heating system is affected:**

  Turn off potable water supplies in all the galleys and lavatories in the areas of doors 3 and 4.

Inform the cabin crew that the sink in the affected lavatories/galleys should not be used to discard liquids.

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30-81-01A	Ice Detection System

Ident.: MO-30-81-00022111.0001001 / 13 APR 16
Applicable to: ALL

IN FLIGHT

- **If icing conditions are expected:**

  Turn on the engine anti-ice and the wing anti-ice.

30-81-03B	Lighting of External Visual Icing Indicator

Ident.: MO-30-81-00011823.0001001 / 13 APR 16
Applicable to: ALL

IN FLIGHT

- **If icing conditions are expected during night operations:**

  Turn on the engine anti-ice and the wing anti-ice.

Intentionally left blank

31-01-31A	RCDR GND CTL pb-sw

Ident.: MO-31-01-00011862.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

- **Within 5 min after the aircraft is electrically supplied**
  or
  After the first engine start:
  CVR TEST pb.. PRESS

Intentionally left blank

31-02-01A	AIR & ELEC Overhead Panel (225VM)

Ident.: MO-31-02-00023937.0001001 / 04 APR 17
Applicable to: ALL

GENERAL INFORMATION

Several lights on the AIR & ELEC overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel.

Note: The controls on the AIR & ELEC overhead panel remain operative.

DURING COCKPIT PREPARATION

Check that the GALLEY pb-sw is operative:

GALLEY pb-sw.. OFF

On the ELEC AC SD page, check that the indication GALLEY SHED appears.

GALLEY pb-sw.. On

On the ELEC AC SD page, check that the indication GALLEY SHED disappears.

31-02-02A	FUEL & HYD Overhead Panel (235VM)

Ident.: MO-31-02-00023939.0001001 / 04 APR 17
Applicable to: ALL

GENERAL INFORMATION

Several lights on the FUEL & HYD overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel.

Note: The controls on the FUEL & HYD overhead panel remain operative.

DURING COCKPIT PREPARATION

Check that the HYD G(Y) HYD SYS PANEL message is not displayed on the DISPATCH page.

31-02-03A	LOWER CENTER Overhead Panel (215VM) Lights Inoperative

Ident.: MO-31-02-00023941.0001001 / 10 JUL 19
Applicable to: ALL

GENERAL INFORMATION

Several lights on the LOWER CENTER overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel.

Continued on the following page

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Note: The controls on the LOWER CENTER overhead panel remain operative.

FOR APU START

Monitor the APU state via the APU SD page.
When the APU MASTER SW pb-sw is set to ON, the FLAP MOVING or FLAP OPEN message appears on the APU SD page.

DURING COCKPIT PREPARATION

On the CAB PRESS SD page, check that the AUTO CAB ALT indication and the AUTO CAB V/S indication are displayed.

DITCHING pb-sw.. CHECK off

Check visually that the DITCHING pb-sw in the off position (flush with the overhead panel).

OUTFLOW VALVE.. CHECK OPEN

On the CAB PRESS SD page, confirm that at least one outflow valve indication is in the green open position to avoid any unexpected aircraft pressurization.

FOR APU SHUTDOWN

Monitor the APU state via the APU SD page.
When the APU shuts down, the EGT and the N values decrease.

31-02-03B	LOWER CENTER Overhead Panel (215VM) Lights and Commands Inoperative on side 1 (CAN 1 lost)

Ident.: MO-31-02-00023944.0002001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

Several lights on the LOWER CENTER overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel.
In addition, due to the loss of the side 1, the ANN LT TEST function is degraded and several lights on other overhead panels do not come on during an annunciator light test.
The ON light on the ANTI ICE ENG 1 pb may be permanently illuminated. The flight crew cannot turn off the engine anti-ice system.

Note: The other controls on the LOWER CENTER overhead panel remain operative.

Continued on the following page

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FLIGHT PREPARATION/LIMITATIONS

Check that the MEL item 30-21-07: Engine Anti-Ice System Command is ticked in the EFB and considered for takeoff and landing performance determination.

Note: *In the Airbus EFB PERF application, this corresponds to the MEL item "ENG A-ICE VALVE POSITION STUCK OPEN".*

31-02-03C	LOWER CENTER Overhead Panel (215VM) Lights and Commands Inoperative on side 2 (CAN 2 lost)

Ident.: MO-31-02-00023945.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

Several lights on the LOWER CENTER overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel.
In addition, due to the loss of the side 2, the ANN LT TEST function is degraded and several lights on other overhead panels do not come on during an annunciator light test.
The ON light on the ANTI ICE ENG 2 pb may be permanently illuminated. The flight crew cannot turn off the engine anti-ice system.

Note: *The other controls on the LOWER CENTER overhead panel remain operative.*

FLIGHT PREPARATION/LIMITATIONS

Check that the MEL item 30-21-07: Engine Anti-Ice System Command is ticked in the EFB and considered for takeoff and landing performance determination.

Note: *In the Airbus EFB PERF application, this corresponds to the MEL item "ENG A-ICE VALVE POSITION STUCK OPEN".*

FOR APU START

Monitor the APU state via the APU SD page.
When the APU MASTER SW pb-sw is set to ON, the FLAP MOVING or FLAP OPEN message appears on the APU SD page.

FOR APU SHUTDOWN

Monitor the APU state via the APU SD page.
When the APU shuts down, the EGT and the N values decrease.

31-02-04A	LOWER LEFT Overhead Panel (211VM)

1 Ident.: MO-31-02-00023948.0001001 / 04 APR 17
Applicable to: B-18919

GENERAL INFORMATION

Several lights on the LOWER LEFT overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel. The following functions may be inoperative:

- ACMS TRIGGER pb
- DFDR pb
- CALLS pb (except ALL, MECH CALL and EMER)
- RAIN RPLNT pb (on both sides).

In order to call the cabin, use:

- The cockpit handset, or
- The operative pb on the CALLS overhead panel, or
- The passenger address.

Note: The other controls on the LOWER LEFT overhead panel remain operative.

DURING COCKPIT PREPARATION

- On the F/CTL SD page, check that the PRIM 1 indication is in accordance with the PRIM status (no amber X displayed).

31-02-04A	LOWER LEFT Overhead Panel (211VM)

Ident.: MO-31-02-00023948.0002001 / 04 APR 17
2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

GENERAL INFORMATION

Several lights on the LOWER LEFT overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel. The following functions may be inoperative:

- ACMS TRIGGER pb
- DFDR pb
- CALLS pb (except ALL, MECH CALL and EMER)

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- RAIN RPLNT pb (on both sides)
- FUEL JETTISON.

In order to call the cabin, use:

- The cockpit handset, or
- The operative pb on the CALLS overhead panel, or
- The passenger address.

Note: *The other controls on the LOWER LEFT overhead panel remain operative as connected to the aircraft systems via discrete links.*

DURING COCKPIT PREPARATION

- On the F/CTL SD page, check that the PRIM 1 indication is in accordance with the PRIM status (no amber X displayed)
- The Jettison function may not be available.

31-02-05A	LOWER RIGHT Overhead Panel (212VM)

Ident.: MO-31-02-00023952.0001001 / 12 JAN 23
Applicable to: ALL

GENERAL INFORMATION

Several lights on the LOWER RIGHT overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel. Depending on the failure, the following functions may be inoperative:

- ENG 1 MAN START pb-sw, or
- ENG 2 MAN START pb-sw.

Note: *The other controls on the LOWER RIGHT overhead panel remain operative.*

DURING COCKPIT PREPARATION

On the F/CTL SD page, check that the PRIM 2 indication is in accordance with the PRIM status (no amber X displayed)

Check that the IFEC pb-sw is operative:

IFEC pb-sw...OFF
Contact the cabin crew to confirm that the IFE Center power button on the FAP is inhibited (grayed out).

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Note: *To check the IFE Center power button status on the FAP:*
- *On the FAP, select the IFE Power button on the function selector*
- *Enter the access code*
- *Select the IFE Monuments from the combo box on the upper left side of the page.*

IFEC pb-sw..ON
Contact the cabin crew to confirm that the IFE Center power button on the FAP is switched on (green).

31-02-06A	MAINTENANCE Overhead panel (255VM)

Ident.: MO-31-02-00023954.0001001 / 04 APR 17
Applicable to: ALL

GENERAL INFORMATION

Several lights on the MAINTENANCE overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel.
Depending on the failure, the following functions may be inoperative:

- ENG 1 FADEC GND PWR pb, or
- ENG 2 FADEC GND PWR pb, or
- APU ECON MODE pb, or
- OXYGEN RESET pb, or
- SVCE INT OVRD pb.

Note: *The other controls on the MAINTENANCE overhead panel remain operative as connected to the aircraft systems via discrete links.*

31-02-07A	MID LEFT Overhead Panel (221VM)

Ident.: MO-31-02-00023957.0001001 / 04 APR 17
Applicable to: ALL

GENERAL INFORMATION

Several lights on the MID LEFT overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel.
Depending on the failure, the following functions may be inoperative:

- LANDSCAPE CAMERA pb-sw , or
- PAX PERS ELEC SPLY pb-sw , or

Continued on the following page

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- MOBILE COM pb-sw ⧼, or
- PAX INFO pb-sw ⧼.

Note: *The other controls on the MID LEFT overhead panel remain operative as connected to the aircraft systems via discrete links.*

31-02-08A	MID RIGHT Overhead Panel (222VM)

Ident.: MO-31-02-00023959.0001001 / 11 JAN 19
Applicable to: ALL

GENERAL INFORMATION

Several lights on the MID RIGHT overhead panel are inoperative. In order to identify which lights are failed, the flight crew can perform an ANN LT TEST on the INT LT overhead panel.

Depending on the failure, the following functions may be inoperative:
- Manual control of the green electric motor pump. Automatic control for accumulator re-inflation remains available, or
- Manual control of the yellow electric motor pump. Automatic control for accumulator re-inflation or cargo doors operation remain available.
- SURV ROW/ROP pb-sw
  Refer to Item 34-02-32 ROW/ROP pb-sw to conduct the operational procedure of the associated MEL item.
- SURV T.O SURV pb-sw
  Refer to Item 34-02-31 T.O SURV pb-sw to conduct the operational procedure of the associated MEL item.

Note: *The other controls on the MID RIGHT overhead panel remain operative as connected to the aircraft systems via discrete links.*

31-02-09A	BRAKE Panel (312VM)

Ident.: MO-31-02-00023962.0002001 / 04 APR 17
Applicable to: ALL

GENERAL INFORMATION

Depending on the failure, the following lights may be inoperative:

- BRK FAN pb-sw: HOT light and ON light
- A/BRK pb: Lighting of green lines.

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The RWY COND/BRAKING ACTION knob-selector may be inoperative.
Use the RWY COND on the control window of the Airport Navigation Function to select a runway condition or a braking action for landing.

Note: *The other controls on the BRAKE panel remain operative as connected to the aircraft systems via discrete links.*

BEFORE TAKEOFF

When the autobrake is armed in RTO mode:
On the FMA, check that the BRK RTO indication is displayed.

FOR APPROACH

In case of late change of runway condition/braking action during the final approach phase, the flight crew should not modify the runway conditions/braking actions below 1 000 ft via the Airport Navigation Function.

BEFORE LANDING

When the autobrake is armed, check on the FMA that the BRK MED or BTV or BTV CONTAM indication is displayed.

31-19-02A	System Page Manual Call pb on the ECP

Ident.: MO-31-19-00011633.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

To access the SD page for which the manual call pb is inoperative, use the ALL pb or the SD knob.

31-19-03A	VIDEO pb on the ECP

1 Ident.: MO-31-19-00011634.0001001 / 09 DEC 13
Applicable to: B-18919

DURING COCKPIT PREPARATION

Call the VIDEO SD page with the ALL pb or the SD knob.

- **If the VIDEO SD page is not displayed:**

  The CDSS and the CVMS are not available. *Refer to OpsProc 44-50-01A Cockpit Door Surveillance System (CDSS)*

  The TACS mosaic remains available on the CAPT PFD and F/O PFD on ground below 60 kt via the TAXI pb on the EFIS CP.

31-19-03A	VIDEO pb on the ECP

Ident.: MO-31-19-00011634.0003001 / 06 JUL 20
2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

DURING COCKPIT PREPARATION

Call the VIDEO SD page with the ALL pb or the SD knob.

- **If the VIDEO SD page is not displayed:**

  The CDSS and the CVMS are not available. *Refer to OpsProc 44-50-01A Cockpit Door Surveillance System (CDSS)*

31-19-07A	STS pb on the ECP

Ident.: MO-31-19-00019280.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

- **When the STS pb on the ECP is failed and the STATUS page has been displayed once:**

  It is not possible to display the CRUISE page anymore.

  However, the information displayed on the CRUISE page are also available on the FUEL SD page, the ENG SD page, the CAB PRESS SD page, and the COND SD page.

- **When the STATUS page has not been displayed and there is a need to consult it:**
  - **During SOP or when a C/L requires to consult the STATUS page:**
    - Press the RCL LAST pb or the RCL ALL pb on the ECP to display the last ECAM alert.
    - Press the CLR pb as many times as needed to clear the alert and display the STATUS page.
  - **During application of an ECAM procedure:**
    - Press the CLR pb as many times as needed to clear the alert and display the STATUS page.
    - Press the RCL LAST pb or the RCL ALL pb on the ECP to display the last ECAM alert and continue the procedure.

IN FLIGHT

- **In the case of overflow of the STATUS page, the 2nd page cannot be accessed:**
  - **If the ALERTS IMPACTING LDG PERF section is not available on the 1st STATUS page:**

    Use the RCL ALL pb on the ECP to recall all the active alerts.

    The alerts that affect the landing performance are identified through the procedure line LDG PERF AFFECTED.
  - **If the INOP SYS section is not available on the 1st STATUS page:**

    The flight crew can check the technical status of the aircraft through:
    - The RCL ALL pb to recall all the active alerts,
    - A complete review of the SD pages,
    - A complete review of the overhead panels.

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Note: *The FCOM also provides the list of inoperative systems associated to each ECAM alert for information. However, the FCOM does not consider all the potential combinations of ECAM alerts.*

31-19-11A	T.O CONFIG pb on the ECP

Ident.: MO-31-19-00011642.0001001 / 13 APR 23
Applicable to: ALL

BEFORE TAKEOFF

Check that the aircraft is in the correct takeoff configuration

- SLATS/FLAPS..CHECK

  On both PFDs, check that the slats and flaps position corresponds to the position inserted on the T.O panel of the MFD PERF page.
- PITCH TRIM..CHECK

  On both PFDs, check that the pitch trim is in the green band of the pitch trim wheel, and corresponds to the value inserted on the T.O panel of the MFD PERF page.
- RUDDER TRIM..CHECK ZERO
- SPEED BRAKE lever..CHECK ARMED
- SIDESTICK PRIORITY light..CHECK NO RED
- DOORS and SLIDES..CHECK

  On the DOOR/OXYGEN SD page, check that all the doors are closed and that all the slides are armed.
- BRAKES TEMPERATURES..CHECK

  On the WHEEL SD page, check that the brakes temperatures are below 300 °C.
- ENGINES OIL TEMPERATURE..CHECK

  On the ENG SD page, check that the engines oil temperature is above 50 °C.
- FUEL PUMPS..CHECK

  On the FUEL SD page, check that at least one fuel pump per tank is displayed green.
- TAKEOFF SPEEDS..CHECK

  On the T.O panel of the MFD PERF page, check that V1, VR, and V2 are inserted.

31-19-12A SD knob on the ECP

Ident.: MO-31-19-00024822.0001001 / 12 SEP 18
Applicable to: ALL

GENERAL INFORMATION

To access the SD pages, use the associated System Page Manual Call pb or the ALL pb.

31-28-01A	Tail Strike Detection

Ident.: MO-31-28-00011881.0001001 / 13 APR 16
Applicable to: ALL

AT TAKEOFF

In order to increase the tail clearance at takeoff:

Preferably use CONF 2 or CONF 3.

AT LANDING OR GO-AROUND

Carefully monitor the pitch attitude.

- **When manually flying:**
  - **In the case of excessive pitch attitude:**

    The "PITCH-PITCH" aural alert is triggered.
    - **If a tail strike is detected:**

      Refer to FCOM/FCOM/Procedures/Abnormal and Emergency Procedures/TAIL STRIKE

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31-30-01A	Recorder System

Ident.: MO-31-30-00025972.0001001 / 07 JUL 22
Applicable to: ALL

GENERAL INFORMATION

The failure of recording system prevents the recording of some technical reports such as SAR files. These files are used to dispatch the aircraft in the case of abnormal events such as hard landing, overspeed etc.
If an abnormal event occurs during flight, next dispatch may be delayed because of complex troubleshooting due to the lack of recorded data.

31-30-03A	Recorder Accelerometer

Ident.: MO-31-30-00025973.0001001 / 07 JUL 22
Applicable to: ALL

GENERAL INFORMATION

The failure of recording system prevents the recording of some technical reports such as SAR files. These files are used to dispatch the aircraft in the case of abnormal events such as hard landing, overspeed etc.
If an abnormal event occurs during flight, next dispatch may be delayed because of complex troubleshooting due to the lack of recorded data.

31-30-04A	Virtual Quick Access Recorder (VQAR)

Ident.: MO-31-30-00011863.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

- **When the VQAR is used for Flight Data Monitoring purposes:**
  To export flight data via USB from OMT during TPE transits as required.

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31-50-01A	FWS 2

Ident.: MO-31-50-00011622.0001001 / 12 JAN 21
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

GENERAL INFORMATION

- **When FWS 2 is inoperative:**

  Half of each of the following lights is lost:
  - MASTER WARN lights
  - MASTER CAUT lights
  - ATC MSG lights
  - AUTO LAND lights

  These lights are still considered as operative.

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is LAND3 SINGLE.

31-50-01A	FWS 2

2 Ident.: MO-31-50-00011622.0003001 / 12 JAN 21
Applicable to: B-18919

GENERAL INFORMATION

- **When FWS 2 is inoperative:**

  Half of each of the following lights is lost:
  - MASTER WARN lights
  - MASTER CAUT lights
  - ATC MSG lights
  - AUTO LAND lights

  These lights are still considered as operative.

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is LAND3 SINGLE.

AFTER ENGINES START

Check on both PFDs that the pitch trim is set to takeoff target.

Intentionally left blank

31-60-01A	OUTER DU

Ident.: MO-31-60-00011644.0001001 / 08 NOV 18
Applicable to: ALL

GENERAL INFORMATION

The Airport Navigation Function is not available on the affected side.
Refer to OpsProc 34-38-01A Airport Navigation Function (ANF).
When no MFD page is displayed on any display unit, the NAV RNP AR CAPABILITY DOWNGRADED alert is displayed.

DURING COCKPIT PREPARATION

Check the DISPLAY CYCLE pb on the associated side

- Affected DU.......................................OFF
- Check that the OIS can be displayed on the CENTER LOWER DU:
- OIS ON CENTER pb (associated side).......................................ON
- DISPLAY CYCLE pb (associated side).......................................USE

FOR APPROACH

During RNP AR approach, at least one MFD page should be displayed in order to prevent the display of the NAV RNP AR CAPABILITY DOWNGRADED alert and the display of the information FOR RNP AR : MINIMUM LIMITED TO RNP 0.30 on the STATUS page.

31-60-02A	CENTER DU

Ident.: MO-31-60-00011648.0001001 / 05 JAN 18
Applicable to: ALL

GENERAL INFORMATION

When no MFD page is displayed on any display unit, the NAV RNP AR CAPABILITY DOWNGRADED alert is displayed.

DURING COCKPIT PREPARATION

Check the DISPLAY CYCLE pb on both sides

- Affected DU.......................................OFF
- CAPT DISPLAY CYCLE pb.......................................USE
- Check that the MFD can be displayed on the CAPT OUTER DU.
- F/O DISPLAY CYCLE pb.......................................USE
- Check that the MFD can be displayed on the F/O OUTER DU.

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FOR APPROACH

During RNP AR approach, at least one MFD page should be displayed in order to prevent the display of the NAV RNP AR CAPABILITY DOWNGRADED alert and the display of the information FOR RNP AR : MINIMUM LIMITED TO RNP 0.30 on the STATUS page.

31-60-03A	INNER DU

Ident.: MO-31-60-00021774.0001001 / 08 NOV 18
Applicable to: ALL

GENERAL INFORMATION

The Airport Navigation Function is not available on the affected side.
Refer to OpsProc 34-38-01A Airport Navigation Function (ANF).
When no MFD page is displayed on any display unit, the NAV RNP AR CAPABILITY DOWNGRADED alert is displayed.

DURING COCKPIT PREPARATION

Check the DISPLAY CYCLE pb on the associated side

- Affected DU....................OFF
- Check that the OIS can be displayed on the CENTER LOWER DU:
- OIS ON CENTER pb (associated side)....................ON
- DISPLAY CYCLE pb (associated side)....................USE

FOR APPROACH

During RNP AR approach, at least one MFD page should be displayed in order to prevent the display of the NAV RNP AR CAPABILITY DOWNGRADED alert and the display of the information FOR RNP AR : MINIMUM LIMITED TO RNP 0.30 on the STATUS page.

31-60-05B	Mailbox Access (procedures do not require ATC datalink)

Ident.: MO-31-60-00011686.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC datalink communications (CPDLC, DCL, OCL) are not available. Associated ATC datalink Required Communication/Surveillance Performance (RCP for CPDLC) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.

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For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

31-60-05C	Mailbox Access (procedures require ATC datalink)

Ident.: MO-31-60-00011758.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC datalink communications (CPDLC, DCL, OCL) are not available. Associated ATC datalink Required Communication/Surveillance Performance (RCP for CPDLC) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
Ensure that both HF are operative prior to departure.
ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

31-60-06A	CENTER LOWER DU Access (one inoperative)

Ident.: MO-31-60-00011687.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The interaction with the MFD format is only available for the flight crewmember seated on the not affected side.

31-60-06B	CENTER LOWER DU Access (one or both inoperative with full access to the MFD)

Ident.: MO-31-60-00011688.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Perform the following procedure to recover the access to the MFD functionality on both sides

- OIS ON CENTER pb-sw (affected side).. ON
  This action transfers the OIS format on the CENTER LOWER DU. The MFD format is then available on the OUTER DU on the affected side.
- DISPLAY CYCLE pb (not affected side).. USE
  Use the DISPLAY CYCLE pb to recover the MFD format on the OUTER DU on the not affected side.

Check with the KCCUs that the access to both OUTER DUs is operative.

31-60-07B	DISPLAY CYCLE pb

Ident.: MO-31-60-00011689.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Check of the KCCU MFD pb

- Manually move the cursor out of the MFD format.
- KCCU MFD pb..PRESS
- Check that the cursor automatically appears on the MFD format.

31-62-01A	KCCU Cursor Control Device

Ident.: MO-31-62-00011684.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the CKPT EQPT POWER SUPPLY overhead panel, pull the CCD (affected) power supply button out, in order to switch off the CCD of the affected KCCU.

31-62-02A	KCCU Keyboard

Ident.: MO-31-62-00011685.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the CKPT EQPT POWER SUPPLY overhead panel, pull the KBD (affected) power supply button out, in order to switch off the keyboard of the affected KCCU.

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31-66-01A	CMV (one CMV inoperative and associated OIS display available)

1 Ident.: MO-31-66-00011656.0003001 / 09 DEC 13
Applicable to: B-18919

GENERAL INFORMATION

- **When CMV 1 is inoperative:**

  The TAC-Belly video is not available.

  The TACS mosaic is not available on the CAPT PFD.

  The external landscape camera on IFE is not available.

  The CAPT OIS display remains available on the CENTER LOWER DU via the CAPT OIS ON CENTER pb-sw.

- **When CMV 2 is inoperative:**

  The TAC-Vertical Stabilizer video is not available.

  The TACS mosaic is not available on the F/O PFD.

  The CDSS and the CVMS ⊲ are not available. *Refer to OpsProc 44-50-01A Cockpit Door Surveillance System (CDSS)*

  The F/O OIS display remains available on the CENTER LOWER DU via the F/O OIS ON CENTER pb-sw.

31-66-01A	CMV (one CMV inoperative and associated OIS display available)

Ident.: MO-31-66-00011656.0004001 / 13 APR 16
2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

GENERAL INFORMATION

- **When CMV 1 is inoperative:**

  The CAPT OIS display remains available on the CENTER LOWER DU via the CAPT OIS ON CENTER pb-sw.

- **When CMV 2 is inoperative:**

  The CDSS and the CVMS ⊲ are not available. *Refer to OpsProc 44-50-01A Cockpit Door Surveillance System (CDSS)*

  The F/O OIS display remains available on the CENTER LOWER DU via the F/O OIS ON CENTER pb-sw.

31-66-01B	CMV (one or Both CMV inoperative and associated OIS display not available)

3 Ident.: MO-31-66-00011657.0003001 / 09 DEC 13
Applicable to: B-18919

GENERAL INFORMATION

- **When CMV 1 is inoperative:**

  The TAC-Belly video is not available.
  The TACS mosaic is not available on the CAPT PFD.
  The external landscape camera on the IFE is not available.
  The CAPT OIS display is not available. *Refer to OpsProc 46-25-01A OIS Display*

- **When CMV 2 is inoperative:**

  The TAC-Vertical Stabilizer video is not available.
  The TACS mosaic is not available on the F/O PFD.
  The CDSS and the CVMS are not available. *Refer to OpsProc 44-50-01A Cockpit Door Surveillance System (CDSS)*
  The F/O OIS display is not available. *Refer to OpsProc 46-25-01A OIS Display*

- **When CMV 1 and CMV 2 are inoperative:**

  The ETACS, the CDSS and the CVMS are not available. *Refer to OpsProc 44-50-01A Cockpit Door Surveillance System (CDSS)*
  The external landscape camera on the IFE is not available.
  The CAPT and the F/O OIS displays are not available. *Refer to OpsProc 46-25-01A OIS Display*

31-66-01B	CMV (one or both CMV inoperative and associated OIS display not available)

Ident.: MO-31-66-00011657.0004001 / 13 APR 16
4 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

GENERAL INFORMATION

- **When CMV 1 is inoperative:**

  The CAPT OIS display is not available. *Refer to OpsProc 46-25-01A OIS Display*

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- **When CMV 2 is inoperative:**

  The CDSS and the CVMS are not available. *Refer to OpsProc 44-50-01A Cockpit Door Surveillance System (CDSS)*

  The F/O OIS display is not available. *Refer to OpsProc 46-25-01A OIS Display*

- **When CMV 1 and CMV 2 are inoperative:**

  The CDSS and the CVMS are not available. *Refer to OpsProc 44-50-01A Cockpit Door Surveillance System (CDSS)*

  The CAPT and the F/O OIS displays are not available. *Refer to OpsProc 46-25-01A OIS Display*

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32-07-01A	Brake Temperature Monitoring on the WHEEL SD page

Ident.: MO-32-07-00023546.0001001 / 12 JUL 16
Applicable to: ALL

GENERAL INFORMATION

Aircraft dispatch is permitted when all the available brake temperature indications on the WHEEL SD page are below 150 °C.
Once the aircraft is parked at the gate, with both engines shut down for at least 30 min, it is possible to estimate the cooling time needed to reach 150 °C on all the available brake temperature indications.
This estimated cooling time is called Ground Brake Cooling Time (GBCT). It starts at least 30 min after the arrival at the gate and ends when all available brake temperature indications have reached 150 °C.
Below procedure permits to estimate this GBCT.

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ON GROUND

AFTER LANDING, AT THE ARRIVAL AT THE GATE:

- CHOCKS....................CHECK IN PLACE
- PARK BRK handle....................OFF
- 30 min after the parking brake is released, evaluate the maximum brake temperature (Tmax):
  - Tmax = Tmean + 60 °C
  - Tmean = Sum of all the available brake temperatures divided by the quantity of the available brake temperatures on the WHEEL SD page.

  Note: *If one of the available brake temperatures on the WHEEL SD page is hotter than the calculated Tmean+60 °C, use this maximum temperature as Tmax.*

- Enter the GBCT table with the SAT, available on the SD permanent data, and the Tmax. The applicable GBCT is given at the intersection of the associated row and column.

Ground Brake Cooling Time (min)		Tmax (°C)											
		150	200	250	300	350	400	450	500	550	600	650	700
SAT (°C)	-54	0	28	51	71	87	102	116	128	139	149	158	167
	-50	0	29	52	72	89	104	117	129	140	150	160	169
	-40	0	30	54	75	92	107	121	133	145	155	165	174
	-30	0	32	57	78	96	111	125	138	149	160	170	179
	-10	0	35	62	85	104	120	135	148	160	171	181	190
	0	0	37	66	89	108	125	140	154	166	177	187	197
	10	0	39	69	93	113	131	146	160	172	184	194	203
	20	0	42	73	98	119	137	153	167	179	191	201	211
	30	0	45	78	104	125	144	160	174	187	199	209	219
	40	0	48	83	110	132	151	168	183	196	208	218	229
	50	0	52	89	117	140	160	177	192	205	217	229	239
	55	0	54	92	121	145	165	182	197	211	223	234	244

Note: *This table does not take into account the use of brake fans ⊲ .*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages are displayed:
- MLG BAY FIRE DET
- MLG BAY SINGLE FIRE LOOP.

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BEFORE PUSHBACK

Confirm that all the available brake temperature indications on the WHEEL SD page are below 150 °C.
If not, wait until this condition is fulfilled. An evaluation of the GBCT can be performed again.

Note: *In the case of use of brake fans or external brake fans to reduce the GBCT, the procedure described above is not applicable. In this specific case, cool down the brakes until all the available brake temperature indications are lower than 150 °C. Once fans are turned off, a small increase in brake temperature indications may occur which should be considered before dispatch.*

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32-09-01A	BRAKES CAPT(F/O) BRK PEDAL TRANSMITTER UNIT Message

Ident.: MO-32-09-00022859.0001001 / 08 FEB 18
Applicable to: ALL

DURING COCKPIT PREPARATION

If the BRAKES CAPT BRK PEDAL TRANSMITTER UNIT message is displayed on the DISPATCH page page:

- WHEELS CHOCKS.......... Check In Place
- PARK BRAKE.......... OFF
- GREEN ELEC PMP AUTO pb.......... ON
- CAPT BRAKE PEDALS.......... Fully Press
- On the WHEEL SD page, check that the BRAKES pressure gauge indicates at least 1 000 PSI on both left and right brakes.
- CAPT BRAKE PEDALS.......... Release
- GREEN ELEC PMP AUTO pb.......... AUTO
- PARK BRAKE.......... ON
- WHEELS CHOCKS.......... As required

32-09-05A	L/G MAIN(NOSE) L/G HYD MECH Message

Ident.: MO-32-09-00025381.0001001 / 03 JUL 20
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.
The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down.*Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

32-09-06A	L/G GRVTY EXTN A(B) Message

Ident.: MO-32-09-00025382.0001001 / 03 JUL 20
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.

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The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down.*Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

32-09-07A	L/G SAFETY INTERLOCK Message

Ident.: MO-32-09-00025383.0001001 / 03 JUL 20
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.
The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down.*Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

32-09-08A	L/G ADIRS SPEED DISAGREE Message

Ident.: MO-32-09-00025384.0001001 / 03 JUL 20
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.
The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down.*Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

32-09-10A	STEER N/W STEER ANGLE LIMIT EXCEEDED Message

Ident.: MO-32-09-00024644.0001001 / 09 JAN 20
Applicable to: ALL

GENERAL INFORMATION

At landing gear extension, after change over from STEER CTL 1(2) to STEER CTL 2(1), the STEER N/W STEER ANGLE LIMIT EXCEEDED alert and STEER N/W STEER ANGLE LIMIT

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EXCEEDED message on the DISPATCH page may disappear. These messages reappear again at the next change over.

Note: *In order to close this MEL item (that allows 3 flights without maintenance action to avoid delays), the maintenance crew must launch a system test of the steering control system to clear the failure message associated with the STEER N/W STEER ANGLE LIMIT EXCEEDED alert and STEER N/W STEER ANGLE LIMIT EXCEEDED message on the DISPATCH page.*

AFTER EACH PUSHBACK/TOWING

The flight crew must ask for a visual confirmation from the ground that the oversteer brackets on the nose landing gear are not damaged.
If any damage or deformation is detected, dispatch is not permitted and the aircraft must come back to the gate for further assessment by the maintenance..

Intentionally left blank

32-31-03B	Main Landing Gear Retraction System

Ident.: MO-32-31-00025385.0001001 / 03 JUL 20
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.
The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down. *Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

32-31-04B	Nose Landing Gear Retraction System

Ident.: MO-32-31-00025386.0001001 / 03 JUL 20
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.
The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down. *Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

32-31-06A	Main Landing Gear Downlock Spring

Ident.: MO-32-31-00025389.0001001 / 03 JUL 20
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.
The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down. *Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

32-31-07A	Landing Gear Uplock

Ident.: MO-32-31-00025390.0001001 / 03 JUL 20
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.
The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down.*Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

32-31-09B	Landing Gear Pre-Arming Function Undue Activation

Ident.: MO-32-31-00025813.0003001 / 01 SEP 23
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.
The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down. *Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

32-32-01B	Landing Gear Gravity Extension Redundancy

Ident.: MO-32-32-00025387.0001001 / 03 JUL 20
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.
The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down.*Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

32-32-02B	Landing Gear Gravity Extension Degraded

Ident.: MO-32-32-00025388.0001001 / 03 JUL 20
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9.
The aircraft is operated in accordance with the Flight Manual supplement for the flight with landing gear down. *Refer to AFM/AFM/Appendices and Supplements/Flight With Landing Gear Down*.
The flight with landing gear down is described in the FCOM/Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down.*Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Landing Gear/Flight with Gear Down*.

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32-42-01A	Normal Wheel Brake 01 (brake in released configuration)

Ident.: MO-32-42-00014348.0003001 / 05 APR 19
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 02 RELEASED
- BRAKES BRK 03 RELEASED
- BRAKES BRK 04 RELEASED
- BRAKES BRK 05 RELEASED
- BRAKES BRK 06 RELEASED

On the DISPATCH page, check that the BRAKES BRK 01 RELEASED message is displayed.

ON GROUND BEFORE ENGINE START

If the flight crew presses the brake pedals with the engines and electric pump OFF, the BRAKES ALTN BRK 02 RELEASED message may be displayed on the DISPATCH page until hydraulic power is available.

If the BRAKES ALTN BRK 02 RELEASED message is displayed on the DISPATCH page:
- YELLOW ELEC PMP AUTO pb...ON
- After 1 min, check that the BRAKES ALTN BRK 02 RELEASED message is no longer displayed on the DISPATCH page.
- YELLOW ELEC PMP AUTO pb...AUTO

If the BRAKES ALTN BRK 02 RELEASED message remains displayed after 1 min with hydraulic power available (at least one engine or yellow electric pump ON), maintenance action is due.

32-42-01B 32-42-01C	Normal Wheel Brake 01 (brake in residual braking or damaged)

Ident.: MO-32-42-00024028.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

- **When the wheel brake is deactivated (or removed) and the associated pressure transducer is not deactivated (i.e. BRAKES BRK 01 PRESS TRANSDUCER message not displayed on the DISPATCH page), after the next landing gear retraction, all of the following apply:**
  - The BRAKES RELEASED [BRK 01 RELEASED] alert will be displayed on the ECAM,
  - Both BRAKES BRK 01 RELEASED and BRAKES ALTN BRK 01 RELEASED messages will be displayed on the DISPATCH page (*Refer to Item 32-43-01 Alternate Wheel Brake 01*),
  - The BTV function will not be available and will be displayed in the INOP SYS.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 02 RELEASED
- BRAKES BRK 03 RELEASED
- BRAKES BRK 04 RELEASED
- BRAKES BRK 05 RELEASED
- BRAKES BRK 06 RELEASED

- **When the wheel brake 01 was detected in residual braking configuration:**

  The maintenance has deactivated the associated pressure transducer.

  In that respect, on the DISPATCH page, the BRAKES BRK 01 PRESS TRANSDUCER message is displayed, *Refer to Item 32-42-18 Wheel Brake Pressure Transducer*.

32-42-02A	Normal Wheel Brake 02 (brake in released configuration)

Ident.: MO-32-42-00014349.0003001 / 05 APR 19
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 01 RELEASED
- BRAKES BRK 03 RELEASED
- BRAKES BRK 04 RELEASED
- BRAKES BRK 05 RELEASED
- BRAKES BRK 06 RELEASED

On the DISPATCH page, check that the BRAKES BRK 02 RELEASED message is displayed.

ON GROUND BEFORE ENGINE START

If the flight crew presses the brake pedals with the engines and electric pump OFF, the BRAKES ALTN BRK 01 RELEASED message may be displayed on the DISPATCH page until hydraulic power is available.

If the BRAKES ALTN BRK 01 RELEASED message is displayed on the DISPATCH page:
- YELLOW ELEC PMP AUTO pb..ON
- After 1 min, check that the BRAKES ALTN BRK 01 RELEASED message is no longer displayed on the DISPATCH page.
- YELLOW ELEC PMP AUTO pb..AUTO

If the BRAKES ALTN BRK 01 RELEASED message remains displayed after 1 min with hydraulic power available (at least one engine or yellow electric pump ON), maintenance action is due.

32-42-02B 32-42-02C	Normal Wheel Brake 02 (brake in residual braking or damaged)

Ident.: MO-32-42-00024029.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

- **When either the wheel brake is deactivated (or removed) and the associated pressure transducer is not deactivated (i.e. BRAKES BRK 02 PRESS TRANSDUCER message not displayed on the DISPATCH page), after the next landing gear retraction, all of the following apply:**
  - The BRAKES RELEASED [BRK 02 RELEASED] alert will be displayed on the ECAM,
  - Both BRAKES BRK 02 RELEASED and BRAKES ALTN BRK 02 RELEASED messages will be displayed on the DISPATCH page (*Refer to Item 32-43-02 Alternate Wheel Brake 02*),
  - The BTV function will not be available and will be displayed in the INOP SYS.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: In the Airbus EFB PERF applications:
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 01 RELEASED
- BRAKES BRK 03 RELEASED
- BRAKES BRK 04 RELEASED
- BRAKES BRK 05 RELEASED
- BRAKES BRK 06 RELEASED

- **When the wheel brake 02 was detected in residual braking configuration:**

  The maintenance has deactivated the associated pressure transducer.

  In that respect, on the DISPATCH page, the BRAKES BRK 02 PRESS TRANSDUCER message is displayed, *Refer to Item 32-42-18 Wheel Brake Pressure Transducer*.

32-42-03A	Normal Wheel Brake 03 (brake in released configuration)

Ident.: MO-32-42-00018448.0003001 / 05 APR 19
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 01 RELEASED
- BRAKES BRK 02 RELEASED
- BRAKES BRK 04 RELEASED
- BRAKES BRK 07 RELEASED
- BRAKES BRK 08 RELEASED

On the DISPATCH page, check that the BRAKES BRK 03 RELEASED message is displayed.

ON GROUND BEFORE ENGINE START

If the flight crew presses the brake pedals with the engines and electric pump OFF, the BRAKES ALTN BRK 04 RELEASED message may be displayed on the DISPATCH page until hydraulic power is available.

If the BRAKES ALTN BRK 04 RELEASED message is displayed on the DISPATCH page:
- YELLOW ELEC PMP AUTO pb..ON
- After 1 min, check that the BRAKES ALTN BRK 04 RELEASED message is no longer displayed on the DISPATCH page.
- YELLOW ELEC PMP AUTO pb..AUTO

If the BRAKES ALTN BRK 04 RELEASED message remains displayed after 1 min with hydraulic power available (at least one engine or yellow electric pump ON), maintenance action is due.

32-42-03B 32-42-03C	Normal Wheel Brake 03 (brake in residual braking or damaged)

Ident.: MO-32-42-00024030.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

- **When the wheel brake is deactivated (or removed) and the associated pressure transducer is not deactivated (i.e. BRAKES BRK 03 PRESS TRANSDUCER message not displayed on the DISPATCH page), after the next landing gear retraction, all of the following apply:**
  - The BRAKES RELEASED [BRK 03 RELEASED] alert will be displayed on the ECAM,
  - Both BRAKES BRK 03 RELEASED and BRAKES ALTN BRK 03 RELEASED messages will be displayed on the DISPATCH page (*Refer to Item 32-43-03 Alternate Wheel Brake 03*),
  - The BTV function will not be available and will be displayed in the INOP SYS.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 01 RELEASED
- BRAKES BRK 02 RELEASED
- BRAKES BRK 04 RELEASED
- BRAKES BRK 07 RELEASED
- BRAKES BRK 08 RELEASED

- **When the wheel brake 03 was detected in residual braking configuration:**

  The maintenance has deactivated the associated pressure transducer.

  In that respect, on the DISPATCH page, the BRAKES BRK 03 PRESS TRANSDUCER message is displayed, *Refer to Item 32-42-18 Wheel Brake Pressure Transducer*.

32-42-04A	Normal Wheel Brake 04 (brake in released configuration)

Ident.: MO-32-42-00018449.0003001 / 05 APR 19
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 01 RELEASED
- BRAKES BRK 02 RELEASED
- BRAKES BRK 03 RELEASED
- BRAKES BRK 07 RELEASED
- BRAKES BRK 08 RELEASED

On the DISPATCH page, check that the BRAKES BRK 04 RELEASED message is displayed.

ON GROUND BEFORE ENGINE START

If the flight crew presses the brake pedals with the engines and electric pump OFF, the BRAKES ALTN BRK 03 RELEASED message may be displayed on the DISPATCH page until hydraulic power is available.

If the BRAKES ALTN BRK 03 RELEASED message is displayed on the DISPATCH page:
- YELLOW ELEC PMP AUTO pb...ON
- After 1 min, check that the BRAKES ALTN BRK 03 RELEASED message is no longer displayed on the DISPATCH page.
- YELLOW ELEC PMP AUTO pb...AUTO

If the BRAKES ALTN BRK 03 RELEASED message remains displayed after 1 min with hydraulic power available (at least one engine or yellow electric pump ON), maintenance action is due.

32-42-04B **32-42-04C**	**Normal Wheel Brake 04 (brake in residual braking or damaged)**

Ident.: MO-32-42-00024032.0003001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

- **When the wheel brake is deactivated (or removed) and the associated pressure transducer is not deactivated (i.e. BRAKES BRK 04 PRESS TRANSDUCER message not displayed on the DISPATCH page), after the next landing gear retraction, all of the following apply:**
  - The BRAKES RELEASED [BRK 04 RELEASED] alert will be displayed on the ECAM,
  - Both BRAKES BRK 04 RELEASED and BRAKES ALTN BRK 04 RELEASED messages will be displayed on the DISPATCH page (*Refer to Item 32-43-04 Alternate Wheel Brake 04*),
  - The BTV function will not be available and will be displayed in the INOP SYS.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 01 RELEASED
- BRAKES BRK 02 RELEASED
- BRAKES BRK 03 RELEASED
- BRAKES BRK 07 RELEASED
- BRAKES BRK 08 RELEASED

- **When the wheel brake 04 was detected in residual braking configuration:**

  The maintenance has deactivated the associated pressure transducer.

  In that respect, on the DISPATCH page, the BRAKES BRK 04 PRESS TRANSDUCER message is displayed, *Refer to Item 32-42-18 Wheel Brake Pressure Transducer*.

32-42-05A	Normal Wheel Brake 05 (brake in released configuration)

Ident.: MO-32-42-00018450.0005001 / 05 APR 19
Applicable to: ALL

GENERAL INFORMATION

The Backup Steering Function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 01 RELEASED
- BRAKES BRK 02 RELEASED
- BRAKES BRK 06 RELEASED
- BRAKES BRK 07 RELEASED
- BRAKES BRK 08 RELEASED

On the DISPATCH page, check that the BRAKES BRK 05 RELEASED message is displayed.

ON GROUND BEFORE ENGINE START

If the flight crew presses the brake pedals with the engines and electric pump OFF, the BRAKES ALTN BRK 06 RELEASED message may be displayed on the DISPATCH page until hydraulic power is available.

If the BRAKES ALTN BRK 06 RELEASED message is displayed on the DISPATCH page:
- GREEN ELEC PMP AUTO pb.. ON
- After 1 min, check that the BRAKES ALTN BRK 06 RELEASED message is no longer displayed on the DISPATCH page.
- GREEN ELEC PMP AUTO pb..AUTO

If the BRAKES ALTN BRK 06 RELEASED message remains displayed after 1 min with hydraulic power available (at least one engine or green electric pump ON), maintenance action is due.

32-42-05B	Normal Wheel Brake 05 (brake in residual braking or damaged)

Ident.: MO-32-42-00024034.0005001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The Backup Steering Function is not available.

- **When the wheel brake is deactivated (or removed) and the associated pressure transducer is not deactivated (i.e. BRAKES BRK 05 PRESS TRANSDUCER message not displayed on the DISPATCH page), after the next landing gear retraction, all of the following apply:**
  - The BRAKES RELEASED [BRK 05 RELEASED] alert will be displayed on the ECAM,
  - Both BRAKES BRK 05 RELEASED and BRAKES ALTN BRK 05 RELEASED messages will be displayed on the DISPATCH page (*Refer to Item 32-43-05 Alternate Wheel Brake 05*),
  - The BTV function will not be available and will be displayed in the INOP SYS.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 01 RELEASED
- BRAKES BRK 02 RELEASED
- BRAKES BRK 06 RELEASED
- BRAKES BRK 07 RELEASED
- BRAKES BRK 08 RELEASED

- **When the wheel brake 05 was detected in residual braking configuration:**

  The maintenance has deactivated the associated pressure transducer.

  In that respect, on the DISPATCH page, the BRAKES BRK 05 PRESS TRANSDUCER message is displayed, *Refer to Item 32-42-18 Wheel Brake Pressure Transducer*.

32-42-06A	Normal Wheel Brake 06 (brake in released configuration)

Ident.: MO-32-42-00018451.0005001 / 05 APR 19
Applicable to: ALL

GENERAL INFORMATION

The Backup Steering Function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 01 RELEASED
- BRAKES BRK 02 RELEASED
- BRAKES BRK 05 RELEASED
- BRAKES BRK 07 RELEASED
- BRAKES BRK 08 RELEASED

On the DISPATCH page, check that the BRAKES BRK 06 RELEASED message is displayed.

ON GROUND BEFORE ENGINE START

If the flight crew presses the brake pedals with the engines and electric pump OFF, the BRAKES ALTN BRK 05 RELEASED message may be displayed on the DISPATCH page until hydraulic power is available.

If the BRAKES ALTN BRK 05 RELEASED message is displayed on the DISPATCH page:
- GREEN ELEC PMP AUTO pb.. ON
- After 1 min, check that the BRAKES ALTN BRK 05 RELEASED message is no longer displayed on the DISPATCH page.
- GREEN ELEC PMP AUTO pb...AUTO

If the BRAKES ALTN BRK 05 RELEASED message remains displayed after 1 min with hydraulic power available (at least one engine or green electric pump ON), maintenance action is due.

32-42-06B	Normal Wheel Brake 06 (brake in residual braking or damaged)

Ident.: MO-32-42-00024035.0005001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The Backup Steering Function is not available.

- **When the wheel brake is deactivated (or removed) and the associated pressure transducer is not deactivated (i.e. BRAKES BRK 06 PRESS TRANSDUCER message not displayed on the DISPATCH page), after the next landing gear retraction, all of the following apply:**
  - The BRAKES RELEASED [BRK 06 RELEASED] alert will be displayed on the ECAM,
  - Both BRAKES BRK 06 RELEASED and BRAKES ALTN BRK 06 RELEASED messages will be displayed on the DISPATCH page (*Refer to Item 32-43-06 Alternate Wheel Brake 06*),
  - The BTV function will not be available and will be displayed in the INOP SYS.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 01 RELEASED
- BRAKES BRK 02 RELEASED
- BRAKES BRK 05 RELEASED
- BRAKES BRK 07 RELEASED
- BRAKES BRK 08 RELEASED

- **When the wheel brake 06 was detected in residual braking configuration:**

  The maintenance has deactivated the associated pressure transducer.

  In that respect, on the DISPATCH page, the BRAKES BRK 06 PRESS TRANSDUCER message is displayed, *Refer to Item 32-42-18 Wheel Brake Pressure Transducer*.

32-42-07A	Normal Wheel Brake 07 (brake in released configuration)

Ident.: MO-32-42-00018452.0005001 / 05 APR 19
Applicable to: ALL

GENERAL INFORMATION

The Backup Steering Function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 03 RELEASED
- BRAKES BRK 04 RELEASED
- BRAKES BRK 05 RELEASED
- BRAKES BRK 06 RELEASED
- BRAKES BRK 08 RELEASED

On the DISPATCH page, check that the BRAKES BRK 07 RELEASED message is displayed.

ON GROUND BEFORE ENGINE START

If the flight crew presses the brake pedals with the engines and electric pump OFF, the BRAKES ALTN BRK 08 RELEASED message may be displayed on the DISPATCH page until hydraulic power is available.

If the BRAKES ALTN BRK 08 RELEASED message is displayed on the DISPATCH page:
- GREEN ELEC PMP AUTO pb.. ON
- After 1 min, check that the BRAKES ALTN BRK 08 RELEASED message is no longer displayed on the DISPATCH page.
- GREEN ELEC PMP AUTO pb..AUTO

If the BRAKES ALTN BRK 08 RELEASED message remains displayed after 1 min with hydraulic power available (at least one engine or green electric pump ON), maintenance action is due.

32-42-07B	Normal Wheel Brake 07 (brake in residual braking or damaged)

Ident.: MO-32-42-00024036.0005001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The Backup Steering Function is not available.

- **When the wheel brake is deactivated (or removed) and the associated pressure transducer is not deactivated (i.e. BRAKES BRK 07 PRESS TRANSDUCER message not displayed on the DISPATCH page), after the next landing gear retraction, all of the following apply:**
  - The BRAKES RELEASED [BRK 07 RELEASED] alert will be displayed on the ECAM,
  - Both BRAKES BRK 07 RELEASED and BRAKES ALTN BRK 07 RELEASED messages will be displayed on the DISPATCH page (*Refer to Item 32-43-07 Alternate Wheel Brake 07*),
  - The BTV function will not be available and will be displayed in the INOP SYS.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: In the Airbus EFB PERF applications:
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 03 RELEASED
- BRAKES BRK 04 RELEASED
- BRAKES BRK 05 RELEASED
- BRAKES BRK 06 RELEASED
- BRAKES BRK 08 RELEASED

- **When the wheel brake 07 was detected in residual braking configuration:**

  The maintenance has deactivated the associated pressure transducer.

  In that respect, on the DISPATCH page, the BRAKES BRK 07 PRESS TRANSDUCER message is displayed, *Refer to Item 32-42-18 Wheel Brake Pressure Transducer*.

32-42-08A	Normal Wheel Brake 08 (brake in released configuration)

Ident.: MO-32-42-00018453.0005001 / 05 APR 19
Applicable to: ALL

GENERAL INFORMATION

The Backup Steering Function is not available.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 03 RELEASED
- BRAKES BRK 04 RELEASED
- BRAKES BRK 05 RELEASED
- BRAKES BRK 06 RELEASED
- BRAKES BRK 07 RELEASED

On the DISPATCH page, check that the BRAKES BRK 08 RELEASED message is displayed.

ON GROUND BEFORE ENGINE START

If the flight crew presses the brake pedals with the engines and electric pump OFF, the BRAKES ALTN BRK 07 RELEASED message may be displayed on the DISPATCH page until hydraulic power is available.

If the BRAKES ALTN BRK 07 RELEASED message is displayed on the DISPATCH page:
- GREEN ELEC PMP AUTO pb.. ON
- After 1 min, check that the BRAKES ALTN BRK 07 RELEASED message is no longer displayed on the DISPATCH page.
- GREEN ELEC PMP AUTO pb..AUTO

If the BRAKES ALTN BRK 07 RELEASED message remains displayed after 1 min with hydraulic power available (at least one engine or green electric pump ON), maintenance action is due.

32-42-08B Normal Wheel Brake 08 (brake in residual braking or damaged)

Ident.: MO-32-42-00024037.0005001 / 22 JAN 21
Applicable to: ALL

GENERAL INFORMATION

The Backup Steering Function is not available.

- **When the wheel brake is deactivated (or removed) and the associated pressure transducer is not deactivated (i.e. BRAKES BRK 08 PRESS TRANSDUCER message not displayed on the DISPATCH page), after the next landing gear retraction, all of the following apply:**
  - The BRAKES RELEASED [BRK 08 RELEASED] alert will be displayed on the ECAM,
  - Both BRAKES BRK 08 RELEASED and BRAKES ALTN BRK 08 RELEASED messages will be displayed on the DISPATCH page (*Refer to Item 32-43-08 Alternate Wheel Brake 08*),
  - The BTV function will not be available and will be displayed in the INOP SYS.

FLIGHT PREPARATION/LIMITATIONS

Determine the associated Flight Manual performance penalties with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one brake is inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 1 BRAKE INOPERATIVE".*
- *If two brakes are inoperative, this corresponds to the MEL item "BRAKES CONFIGURATION 2 BRAKES INOPERATIVE".*

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES BRK 03 RELEASED
- BRAKES BRK 04 RELEASED
- BRAKES BRK 05 RELEASED
- BRAKES BRK 06 RELEASED
- BRAKES BRK 07 RELEASED

- **When the wheel brake 08 was detected in residual braking configuration:**

  The maintenance has deactivated the associated pressure transducer.

  In that respect, on the DISPATCH page, the BRAKES BRK 08 PRESS TRANSDUCER message is displayed, *Refer to Item 32-42-18 Wheel Brake Pressure Transducer*.

32-42-14A	Remote Brakes Control Unit Channel B

Ident.: MO-32-42-00014355.0002001 / 04 OCT 18
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the following messages are not displayed:
- BRAKES CTL 1
- BRAKES CTL 2
- BRAKES REMOTE CTL 1A
- BRAKES REMOTE CTL 2A
- BRAKES CAPT BRK PEDAL TRANSMITTER UNIT
- BRAKES F/O BRK PEDAL TRANSMITTER UNIT

ON GROUND

If the BRAKES PART A-SKID FAULT alert and BRAKES A-SKID message on the DISPATCH page are displayed after brakes pedal application with hydraulic power not available (i.e. engines OFF and Electric Motor Pump OFF):

GREEN(YELLOW) ELEC PMP AUTO pb...ON
Check that BRAKES PART A-SKID FAULT alert and BRAKES A-SKID message on the DISPATCH page disappear.
GREEN(YELLOW) ELEC PMP AUTO pb...AUTO

32-42-18A	Wheel Brake Pressure Transducer

Ident.: MO-32-42-00014350.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

- **When the FWD wheel group is affected:**

  On the DISPATCH page, check that only one of the following messages is displayed:
  - BRAKES BRK 01 PRESS TRANSDUCER
  - BRAKES BRK 02 PRESS TRANSDUCER
  - BRAKES BRK 03 PRESS TRANSDUCER
  - BRAKES BRK 04 PRESS TRANSDUCER

- **When the AFT wheel group is affected:**

  On the DISPATCH page, check that only one of the following messages is displayed:
  - BRAKES BRK 05 PRESS TRANSDUCER
  - BRAKES BRK 06 PRESS TRANSDUCER

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- BRAKES BRK 07 PRESS TRANSDUCER
- BRAKES BRK 08 PRESS TRANSDUCER

32-42-22A	A/BRK pb

Ident.: MO-32-42-00014360.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

BTV and ROP are not available.
ROW is still available.

DURING TAXI

- **When the T.O memo appears on the WD:**
  Disregard the blue line: **A/BRK........................BRK RTO**

32-42-23A	A/BRK PB light

Ident.: MO-32-42-00014361.0001001 / 13 APR 16
Applicable to: ALL

BEFORE TAKEOFF

- **When the autobrake is armed in RTO mode:**
  On the FMA, check that the **BRK RTO** indication is displayed.

BEFORE LANDING

- **When the autobrake is armed in A/BRK mode:**
  On the FMA, check that the **A/BRK** indication is displayed.
- **When the autobrake is armed in BTV mode:**
  On the FMA, check that the **BTV** indication is displayed.

32-42-24A	BRAKE RWY COND Selector

Ident.: MO-32-42-00017907.0001001 / 14 JUN 16
Applicable to: ALL

GENERAL

Use the RWY COND on the control window of the Airport Navigation function to select a runway condition or a braking action for landing.

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FOR APPROACH

In case of late change of runway condition/braking action during the final approach phase, the flight crew should not modify the runway conditions/braking actions below 1 000 ft via the airport navigation function.

32-42-25A	BTV

Ident.: MO-32-42-00020587.0001001 / 13 APR 16
Applicable to: ALL

AT LANDING, AFTER TOUCHDOWN

BTV is not available, use other available braking means.

32-42-26A	ROW/ROP

Ident.: MO-32-42-00020588.0001001 / 13 APR 16
Applicable to: ALL

AT LANDING, AFTER TOUCHDOWN

BTV is not available, use other available braking means.

32-42-27A	Auto Brake

Ident.: MO-32-42-00024027.0001001 / 13 DEC 16
Applicable to: ALL

GENERAL INFORMATION

BTV and ROP are not available.
ROW is still available.

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the following messages are not displayed:
- BRAKES G ACCU REINFLATE
- BRAKES Y ACCU REINFLATE

DURING TAXI

- **When the T.O memo appears on the WD:**

  Disregard the blue line: **A/BRK........................BRK RTO**

Intentionally left blank

32-43-01A	Alternate Wheel Brake 01

Ident.: MO-32-43-00014356.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES ALTN BRK 02 RELEASED
- BRAKES ALTN BRK 04 RELEASED
- BRAKES ALTN BRK 03 RELEASED
- BRAKES ALTN BRK 05 RELEASED
- BRAKES ALTN BRK 06 RELEASED

32-43-01B	Alternate Wheel Brake 01 (Brake 02 inoperative in alternate braking mode)

Ident.: MO-32-43-00026053.0001001 / 28 APR 23
Applicable to: ALL

AT FLIGHT PREPARATION/DISPATCH

LANDING PERFORMANCE...COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.
- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

  Landing Performance

  The performance can be assessed by the selection of a conservative failure in the EFB PERF applications, or by applying manually landing distances penalties:

Continued on the following page

Continued from the previous page

- Determine conservative Flight Manual performance penalties with the EFB, or

  Note: The selection of "2 Brakes Inoperative" provides conservative assessment of the landing distance penalties.

- At flight dispatch, and in accordance with the aircraft technical status (MEL/CDL), compute the RLD at the destination and alternate airports.
  Apply an additional increment to the computed RLD in accordance with the following table:

Airport Altitude (ft)	RLD Penalty			
	DRY (m/ft)		WET (m/ft)	
0	360	1190	420	1380
2000	400	1320	400	1320
4000	445	1460	380	1250
8000	515	1690	370	1220
12000	585	1920	405	1330

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the only messages related to the BRAKES are:
- BRAKES ALTN BRK 01 RELEASED, and
- BRAKES ALTN BRK 02 RELEASED.

To ease the in-flight landing distance assessment required in the DESCENT PREPARATION paragraph below, the flight crew may manually select in advance the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

DESCENT PREPARATION

LANDING PERFORMANCE...COMPUTE & CHECK

■ **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**

Determine the associated Flight Manual performance penalties with the EFB.

■ **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

Perform an in-flight landing assessment with a manual selection of the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

32-43-02A	Alternate Wheel Brake 02

Ident.: MO-32-43-00014357.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES ALTN BRK 01 RELEASED
- BRAKES ALTN BRK 03 RELEASED
- BRAKES ALTN BRK 04 RELEASED
- BRAKES ALTN BRK 05 RELEASED
- BRAKES ALTN BRK 06 RELEASED

32-43-02B	Alternate Wheel Brake 02 (Brake 01 inoperative in alternate braking mode)

Ident.: MO-32-43-00026054.0001001 / 28 APR 23
Applicable to: ALL

AT FLIGHT PREPARATION/DISPATCH

LANDING PERFORMANCE..COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**

  Determine the associated Flight Manual performance penalties with the EFB.

- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

  Landing Performance

  The performance can be assessed by the selection of a conservative failure in the EFB PERF applications, or by applying manually landing distances penalties:

Continued on the following page

Continued from the previous page

- Determine conservative Flight Manual performance penalties with the EFB, or

  Note: The selection of "2 Brakes Inoperative" provides conservative assessment of the landing distance penalties.

- At flight dispatch, and in accordance with the aircraft technical status (MEL/CDL), compute the RLD at the destination and alternate airports.
  Apply an additional increment to the computed RLD in accordance with the following table:

Airport Altitude (ft)	RLD Penalty			
	DRY (m/ft)		WET (m/ft)	
0	360	1190	420	1380
2000	400	1320	400	1320
4000	445	1460	380	1250
8000	515	1690	370	1220
12000	585	1920	405	1330

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the only messages related to the BRAKES are:
- BRAKES ALTN BRK 01 RELEASED, and
- BRAKES ALTN BRK 02 RELEASED.

To ease the in-flight landing distance assessment required in the DESCENT PREPARATION paragraph below, the flight crew may manually select in advance the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

DESCENT PREPARATION

LANDING PERFORMANCE...COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.

- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**
  Perform an in-flight landing assessment with a manual selection of the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

32-43-03A	Alternate Wheel Brake 03

Ident.: MO-32-43-00018496.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES ALTN BRK 01 RELEASED
- BRAKES ALTN BRK 02 RELEASED
- BRAKES ALTN BRK 04 RELEASED
- BRAKES ALTN BRK 07 RELEASED
- BRAKES ALTN BRK 08 RELEASED

32-43-03B	Alternate Wheel Brake 03 (Brake 04 inoperative in alternate braking mode)

Ident.: MO-32-43-00026055.0001001 / 28 APR 23
Applicable to: ALL

AT FLIGHT PREPARATION/DISPATCH

LANDING PERFORMANCE..COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.
- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

  Landing Performance

  The performance can be assessed by the selection of a conservative failure in the EFB PERF applications, or by applying manually landing distances penalties:

Continued on the following page

Continued from the previous page

- Determine conservative Flight Manual performance penalties with the EFB, or

  Note: The selection of "2 Brakes Inoperative" provides conservative assessment of the landing distance penalties.

- At flight dispatch, and in accordance with the aircraft technical status (MEL/CDL), compute the RLD at the destination and alternate airports.
  Apply an additional increment to the computed RLD in accordance with the following table:

Airport Altitude (ft)	RLD Penalty			
	DRY (m/ft)		WET (m/ft)	
0	360	1190	420	1380
2000	400	1320	400	1320
4000	445	1460	380	1250
8000	515	1690	370	1220
12000	585	1920	405	1330

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the only messages related to the BRAKES are:
- BRAKES ALTN BRK 03 RELEASED, and
- BRAKES ALTN BRK 04 RELEASED.

To ease the in-flight landing distance assessment required in the DESCENT PREPARATION paragraph below, the flight crew may manually select in advance the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

DESCENT PREPARATION

LANDING PERFORMANCE...COMPUTE & CHECK

■ **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**

Determine the associated Flight Manual performance penalties with the EFB.

■ **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

Perform an in-flight landing assessment with a manual selection of the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

32-43-04A	Alternate Wheel Brake 04

Ident.: MO-32-43-00018497.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES ALTN BRK 01 RELEASED
- BRAKES ALTN BRK 02 RELEASED
- BRAKES ALTN BRK 03 RELEASED
- BRAKES ALTN BRK 07 RELEASED
- BRAKES ALTN BRK 08 RELEASED

32-43-04B	Alternate Wheel Brake 04 (Brake 03 inoperative in alternate braking mode)

Ident.: MO-32-43-00026056.0001001 / 28 APR 23
Applicable to: ALL

AT FLIGHT PREPARATION/DISPATCH

LANDING PERFORMANCE...COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.
- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

  Landing Performance

  The performance can be assessed by the selection of a conservative failure in the EFB PERF applications, or by applying manually landing distances penalties:

Continued on the following page

Continued from the previous page

- Determine conservative Flight Manual performance penalties with the EFB, or

  Note: The selection of "2 Brakes Inoperative" provides conservative assessment of the landing distance penalties.

- At flight dispatch, and in accordance with the aircraft technical status (MEL/CDL), compute the RLD at the destination and alternate airports.
  Apply an additional increment to the computed RLD in accordance with the following table:

Airport Altitude (ft)	RLD Penalty			
	DRY (m/ft)		WET (m/ft)	
0	360	1190	420	1380
2000	400	1320	400	1320
4000	445	1460	380	1250
8000	515	1690	370	1220
12000	585	1920	405	1330

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the only messages related to the BRAKES are:
- BRAKES ALTN BRK 03 RELEASED, and
- BRAKES ALTN BRK 04 RELEASED.

To ease the in-flight landing distance assessment required in the DESCENT PREPARATION paragraph below, the flight crew may manually select in advance the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

DESCENT PREPARATION

LANDING PERFORMANCE...COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.

- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**
  Perform an in-flight landing assessment with a manual selection of the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

32-43-05A	Alternate Wheel Brake 05

Ident.: MO-32-43-00018498.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES ALTN BRK 01 RELEASED
- BRAKES ALTN BRK 02 RELEASED
- BRAKES ALTN BRK 06 RELEASED
- BRAKES ALTN BRK 07 RELEASED
- BRAKES ALTN BRK 08 RELEASED

32-43-05B	Alternate Wheel Brake 05 (Brake 06 inoperative in alternate braking mode)

Ident.: MO-32-43-00026057.0001001 / 28 APR 23
Applicable to: ALL

AT FLIGHT PREPARATION/DISPATCH

LANDING PERFORMANCE..COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.

- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

  Landing Performance

  The performance can be assessed by the selection of a conservative failure in the EFB PERF applications, or by applying manually landing distances penalties:

Continued on the following page

Continued from the previous page

- Determine conservative Flight Manual performance penalties with the EFB, or

  Note: The selection of "2 Brakes Inoperative" provides conservative assessment of the landing distance penalties.

- At flight dispatch, and in accordance with the aircraft technical status (MEL/CDL), compute the RLD at the destination and alternate airports.
  Apply an additional increment to the computed RLD in accordance with the following table:

Airport Altitude (ft)	RLD Penalty			
	DRY (m/ft)		WET (m/ft)	
0	360	1190	420	1380
2000	400	1320	400	1320
4000	445	1460	380	1250
8000	515	1690	370	1220
12000	585	1920	405	1330

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the only messages related to the BRAKES are:
- BRAKES ALTN BRK 05 RELEASED, and
- BRAKES ALTN BRK 06 RELEASED.

To ease the in-flight landing distance assessment required in the DESCENT PREPARATION paragraph below, the flight crew may manually select in advance the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

DESCENT PREPARATION

LANDING PERFORMANCE..COMPUTE & CHECK

■ **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
Determine the associated Flight Manual performance penalties with the EFB.

■ **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**
Perform an in-flight landing assessment with a manual selection of the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

32-43-06A	Alternate Wheel Brake 06

Ident.: MO-32-43-00018499.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES ALTN BRK 01 RELEASED
- BRAKES ALTN BRK 02 RELEASED
- BRAKES ALTN BRK 05 RELEASED
- BRAKES ALTN BRK 07 RELEASED
- BRAKES ALTN BRK 08 RELEASED

32-43-06B	Alternate Wheel Brake 06 (Brake 05 inoperative in alternate braking mode)

Ident.: MO-32-43-00026058.0001001 / 28 APR 23
Applicable to: ALL

AT FLIGHT PREPARATION/DISPATCH

LANDING PERFORMANCE..COMPUTE & CHECK

■ **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**

Determine the associated Flight Manual performance penalties with the EFB.

■ **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

Landing Performance

The performance can be assessed by the selection of a conservative failure in the EFB PERF applications, or by applying manually landing distances penalties:

Continued on the following page

Continued from the previous page

- Determine conservative Flight Manual performance penalties with the EFB, or

  Note: The selection of "2 Brakes Inoperative" provides conservative assessment of the landing distance penalties.

- At flight dispatch, and in accordance with the aircraft technical status (MEL/CDL), compute the RLD at the destination and alternate airports.
  Apply an additional increment to the computed RLD in accordance with the following table:

Airport Altitude (ft)	RLD Penalty			
	DRY (m/ft)		WET (m/ft)	
0	360	1190	420	1380
2000	400	1320	400	1320
4000	445	1460	380	1250
8000	515	1690	370	1220
12000	585	1920	405	1330

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the only messages related to the BRAKES are:
- BRAKES ALTN BRK 05 RELEASED, and
- BRAKES ALTN BRK 06 RELEASED.

To ease the in-flight landing distance assessment required in the DESCENT PREPARATION paragraph below, the flight crew may manually select in advance the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

DESCENT PREPARATION

LANDING PERFORMANCE..COMPUTE & CHECK

■ **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**

Determine the associated Flight Manual performance penalties with the EFB.

■ **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

Perform an in-flight landing assessment with a manual selection of the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

32-43-07A	Alternate Wheel Brake 07

Ident.: MO-32-43-00018500.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES ALTN BRK 03 RELEASED
- BRAKES ALTN BRK 04 RELEASED
- BRAKES ALTN BRK 05 RELEASED
- BRAKES ALTN BRK 06 RELEASED
- BRAKES ALTN BRK 08 RELEASED

32-43-07B	Alternate Wheel Brake 07 (Brake 08 inoperative in alternate braking mode)

Ident.: MO-32-43-00026059.0001001 / 28 APR 23
Applicable to: ALL

AT FLIGHT PREPARATION/DISPATCH

LANDING PERFORMANCE..COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.
- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

  Landing Performance

  The performance can be assessed by the selection of a conservative failure in the EFB PERF applications, or by applying manually landing distances penalties:

Continued on the following page

Continued from the previous page

- Determine conservative Flight Manual performance penalties with the EFB, or

  Note: The selection of "2 Brakes Inoperative" provides conservative assessment of the landing distance penalties.

- At flight dispatch, and in accordance with the aircraft technical status (MEL/CDL), compute the RLD at the destination and alternate airports.
  Apply an additional increment to the computed RLD in accordance with the following table:

Airport Altitude (ft)	RLD Penalty			
	DRY (m/ft)		WET (m/ft)	
0	360	1190	420	1380
2000	400	1320	400	1320
4000	445	1460	380	1250
8000	515	1690	370	1220
12000	585	1920	405	1330

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the only messages related to the BRAKES are:
- BRAKES ALTN BRK 07 RELEASED, and
- BRAKES ALTN BRK 08 RELEASED.

To ease the in-flight landing distance assessment required in the DESCENT PREPARATION paragraph below, the flight crew may manually select in advance the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

DESCENT PREPARATION

LANDING PERFORMANCE...COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.

- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**
  Perform an in-flight landing assessment with a manual selection of the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

32-43-08A	Alternate Wheel Brake 08

Ident.: MO-32-43-00018501.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES ALTN BRK 03 RELEASED
- BRAKES ALTN BRK 04 RELEASED
- BRAKES ALTN BRK 05 RELEASED
- BRAKES ALTN BRK 06 RELEASED
- BRAKES ALTN BRK 07 RELEASED

32-43-08B	Alternate Wheel Brake 08 (Brake 07 inoperative in alternate braking mode)

Ident.: MO-32-43-00026060.0001001 / 28 APR 23
Applicable to: ALL

AT FLIGHT PREPARATION/DISPATCH

LANDING PERFORMANCE...COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.

- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**

  Landing Performance

  The performance can be assessed by the selection of a conservative failure in the EFB PERF applications, or by applying manually landing distances penalties:

Continued on the following page

Continued from the previous page

- Determine conservative Flight Manual performance penalties with the EFB, or

  Note: The selection of "2 Brakes Inoperative" provides conservative assessment of the landing distance penalties.

- At flight dispatch, and in accordance with the aircraft technical status (MEL/CDL), compute the RLD at the destination and alternate airports.
  Apply an additional increment to the computed RLD in accordance with the following table:

Airport Altitude (ft)	RLD Penalty			
	DRY (m/ft)		WET (m/ft)	
0	360	1190	420	1380
2000	400	1320	400	1320
4000	445	1460	380	1250
8000	515	1690	370	1220
12000	585	1920	405	1330

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the only messages related to the BRAKES are:
- BRAKES ALTN BRK 07 RELEASED, and
- BRAKES ALTN BRK 08 RELEASED.

To ease the in-flight landing distance assessment required in the DESCENT PREPARATION paragraph below, the flight crew may manually select in advance the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

DESCENT PREPARATION

LANDING PERFORMANCE..COMPUTE & CHECK

- **If the MEL item for "2 Alt Brakes Inoperative" is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.

- **If the MEL item for "2 Alt Brakes Inoperative" is not available in the EFB PERF applications:**
  Perform an in-flight landing assessment with a manual selection of the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STATUS panel of the LDG PERF module.

32-43-13A	ACCU GREEN(YELLOW) Pressure Indicator

Ident.: MO-32-43-00014359.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the WHEEL SD page, check that the accumulators pressure indications ACCU G(Y) are correct (green arc).

32-43-16A	Alternate Brake Servo Valve Redundancy

Ident.: MO-32-43-00018487.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES RBCU 1B
- BRAKES RBCU 2B

32-43-17A	Green(Yellow) Alternate Brake Selector Valve Redundancy

Ident.: MO-32-43-00018488.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- BRAKES RBCU 1B
- BRAKES RBCU 2B

32-43-20A	Green(Yellow) Accumulator Reinflate Valve

Ident.: MO-32-43-00025077.0001001 / 20 MAR 19
Applicable to: ALL

AT FLIGHT PREPARATION/DISPATCH

LANDING PERFORMANCE...COMPUTE & CHECK
At flight dispatch, and in accordance with the aircraft technical status (MEL/CDL), compute the Required Landing Distance (RLD) at the destination and alternate airports.
Apply an additional increment to the computed RLD in accordance with the following table:

Continued on the following page

Continued from the previous page

Airport Altitude (ft)	RLD Penalty			
	DRY (m/ft)		WET (m/ft)	
0	360	1190	420	1380
2000	400	1320	400	1320
4000	445	1460	380	1250
8000	515	1690	370	1220
12000	585	1920	405	1330

DURING COCKPIT PREPARATION

On the DISPATCH page, check that there is no other message related to the braking system.

To ease the in-flight landing distance assessment required in the DESCENT PREPARATION paragraph below, the flight crew may manually select in advance the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STS panel of the LDG PERF module (AFT if green valve is failed open, FWD if yellow valve is failed open).

IN FLIGHT

In the case of loss of normal braking (BRAKES NORM BRK FAULT or BRAKES PART NORM BRK FAULT alert), or in the case of hydraulic failure (HYD G(Y) SYS PRESS LO alert), disregard the braking loss forecast indication displayed on the WHEEL SD page for the wheel group associated with the failed valve.

DESCENT PREPARATION

LANDING PERFORMANCE..COMPUTE & CHECK
Perform an in-flight landing assessment with a manual selection of the BRAKES AFT(FWD) WHEELS BRK LOST alert in the ACFT STS panel of the LDG PERF module (AFT if green valve is failed open, FWD if yellow valve is failed open).

32-45-01A	Green(Yellow) Parking Brake Selector Valve

Ident.: MO-32-45-00014358.0002001 / 09 MAY 18
Applicable to: ALL

BEFORE CHOCKS REMOVAL

CAUTION	The maximum duration of parking without accumulator refill is limited to 6 h. Consequently, for safety purpose chocks are required when one parking brake selector valve is inoperative .

ACCU GREEN(YELLOW) pressures indicator..(green arc) CHECK

- **If the ACCU GREEN(YELLOW) pressure indications are displayed amber arc or white arc:**

  Reinflate the brake accumulators

  - ACCU REINFLATE pb...PRESS
  - ACCU GREEN(YELLOW) pressures indicator..(green arc) CHECK

ON GROUND

When the PARK BRK handle is set to ON, the following alerts may be displayed on the WD for the wheel group associated with the failed Parking Brake Selector Valve: BRAKES RESIDUAL BRAKING ON BRK 01(...)(08).
These alerts disappear when the PARK BRK handle is set to OFF.

If the alerts remain displayed when the PARK BRK handle is set to OFF, maintenance action is due.

Intentionally left blank

32-48-01A	Brake Fan

Ident.: MO-32-48-00022296.0001001 / 06 NOV 14
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

DURING COCKPIT PREPARATION

BRK FAN pb..OFF

Intentionally left blank

32-50-01A	Steering Tiller (Handwheel)

Ident.: MO-32-50-00014344.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The CM2 PEDAL DISC pb is not available.

32-50-02A	NWS Disconnection Function (towing not available when the NWS DISCONNECT switch is in the towing position)

Ident.: MO-32-50-00014345.0001001 / 03 JAN 19
Applicable to: ALL

FOR TOWING

CAUTION	When a towbar or a towbarless towing vehicle is connected to the aircraft: - ENG 1 MASTER lever....OFF - ENG 2 MASTER lever....OFF - YELLOW ELEC PMP pb-sw....OFF

WHEN PUSHBACK/TOWING OPERATIONS ARE COMPLETED

- YELLOW ELEC PMP pb-sw.... AUTO
- ENG 1 MASTER lever....AS RQRD
- ENG 2 MASTER lever....AS RQRD

32-50-02B	NWS Disconnection Function (NWS DISCONNECT panel is deactivated)

Ident.: MO-32-50-00014346.0001001 / 03 JAN 19
Applicable to: ALL

FOR TOWING

CAUTION	When a towbar or a towbarless towing vehicle is connected to the aircraft: - ENG 1 MASTER lever....OFF - ENG 2 MASTER lever....OFF - YELLOW ELEC PMP pb-sw....OFF

Continued on the following page

Continued from the previous page

WHEN PUSHBACK/TOWING OPERATIONS ARE COMPLETED

- YELLOW ELEC PMP pb-sw.. AUTO
- ENG 1 MASTER lever..AS RQRD
- ENG 2 MASTER lever..AS RQRD

32-50-03A	Steering Pedal Disconnection pb

Ident.: MO-32-50-00014347.0001001 / 14 APR 22
Applicable to: ALL

ON GROUND

- **If one or both PEDAL DISC pb cannot disconnect the nose wheel steering when the rudder pedals are used:**
  - **When one PEDAL DISC pb inoperative:**

    Use the remaining PEDAL DISC pb to perform the flight controls check.
  - **When both PEDAL DISC pb inoperative:**

    Perform the flight controls check when the aircraft is stopped. The nose wheels move when rudder pedals are used.
- **If the nose wheel steering remains disconnected when the rudder pedals are used:**
  - **When the speed is below or equal to 40 kt:**

    Use the tiller handwheel for steering.

    The HCF is not available.
  - **When the speed is above 40 kt:**

    Use the rudder pedals for steering.

    The HCF is not available.

33-21-01A	Cabin Lighting

Ident.: MO-33-21-00011906.0001001 / 22 SEP 17
Applicable to: ALL

GENERAL INFORMATION

To ensure the correct charge of the photoluminescent Floor Path Marking System, a minimum of 50 % of the cabin lighting at 50 % of brightness is required.

Intentionally left blank

33-26-01A	Cabin Sign

Ident.: MO-33-26-00011894.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND OR IN FLIGHT

Use the passenger address to alert the cabin attendants and the passengers when:
- Return to seat is requested
- Seat belts must be fastened
- Smoking is prohibited

33-26-02A	Lavatory Sign

Ident.: MO-33-26-00011895.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Check that the passenger address system is operative in the affected lavatory with the door closed.

33-26-03A	Cabin Crew Rest Compartment Sign

Ident.: MO-33-26-00011896.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

PIC should assign any crewmembers to notify Crew Rest Compartment personnel fastened bed belts or seat belts when En route condition is necessary.

33-26-04A	Flight Crew Rest Compartment Sign

Ident.: MO-33-26-00011902.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

PIC should assign any crewmembers to notify Crew Rest Compartment personnel fastened bed belts or seat belts when En route condition is necessary.

Intentionally left blank

33-40-01A	Beacon Light

Ident.: MO-33-40-00011929.0001001 / 13 APR 16
Applicable to: ALL

BEFORE ENGINE START

- **If the lower beacon light is inoperative,**
  and
  If this light is used to alert the ground personnel of the engine start:
  Use interphone or hand signals to communicate with ground personnel.

PARKING

- **If the lower beacon light is inoperative,**
  and
  If this light is used to alert the ground personnel of the engine spool down:
  Use interphone or hand signals to communicate with ground personnel.

33-40-04A	NAV Light 1

Ident.: MO-33-40-00011937.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION

NAV selector..2

EXTERIOR WALKAROUND

NAV lights 2..CHECK ON

33-40-11A	Exterior Light Control Degraded

Ident.: MO-33-40-00011946.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The navigation lights are permanently on when the aircraft is powered.
The anti-collision lights (strobe lights and upper beacon light) and the left wing and engine scan light are permanently on when one engine or the APU is running.
The taxi and runway turn off lights, the taxi camera lights, the takeoff lights, the logo lights and the right wing and engine scan light are permanently off.
The lower beacon light and landing lights are deactivated.

Continued on the following page

Continued from the previous page

DURING COCKPIT PREPARATION

Inform the ground control that the anti-collision lights (except the lower beacon light) are permanently on when the APU or one engine is running.

BEFORE ENGINE START

- **If the lower beacon light is used to alert the ground personnel of the engine start:**
  Use interphone or hand signals to communicate with ground personnel.

PARKING

- **If the lower beacon light is used to alert the ground personnel of the engine spool down:**
  Use interphone or hand signals to communicate with ground personnel.

33-50-15A	Emergency Power Supply Unit (EPSU 1R, 2L(R), or 3L(R) inoperative)

Ident.: MO-33-50-00011924.0002001 / 14 MAR 18
Applicable to: ALL

GENERAL INFORMATION

When the EPSU 1R, or 2L(R), or 3L(R) is inoperative, the following associated emergency lights are inoperative:
- EXIT marking sign
- EXIT identifier sign (part of the FPMS)
- Door sill light
- Evacuation area light
- Ceiling emergency LED lights
- Emergency spotlights (the two located on the associated door and one located in the middle section of the cross-aisle)
- Lavatory emergency lighting.

33-50-15B	Emergency Power Supply Unit (EPSU 1L)

Ident.: MO-33-50-00011925.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

When the EPSU 1L is inoperative, the following associated emergency lights are inoperative:
- EXIT marking sign
- EXIT identifier sign (part of the FPMS)
- Door sill light
- Evacuation area light
- Ceiling emergency LED lights
- Emergency spotlights (the two located on the associated door and one located in the middle section of the cross-aisle)
- Lavatory emergency lighting
- FCRC emergency lighting.

33-50-15C	Emergency Power Supply Unit (EPSU 4L or 4R inoperative)

Ident.: MO-33-50-00011927.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

When the EPSU 4L or 4R is inoperative, the following associated emergency lights are inoperative:

- EXIT marking sign
- EXIT identifier sign (part of the FPMS)
- Door sill light
- Evacuation area light
- Ceiling emergency LED lights
- Emergency spotlights (the two located on the associated door and one located in the middle section of the cross-aisle)
- Lavatory emergency lighting
- Half of the CCRC emergency lighting.

33-50-17A	AFT Galley Area Emergency Spotlight

Ident.: MO-33-50-00025240.0001001 / 09 JAN 20
Applicable to: ALL

GENERAL INFORMATION

The distribution of the emergency spotlight in cabin door 4 area is as follows:

Continued on the following page

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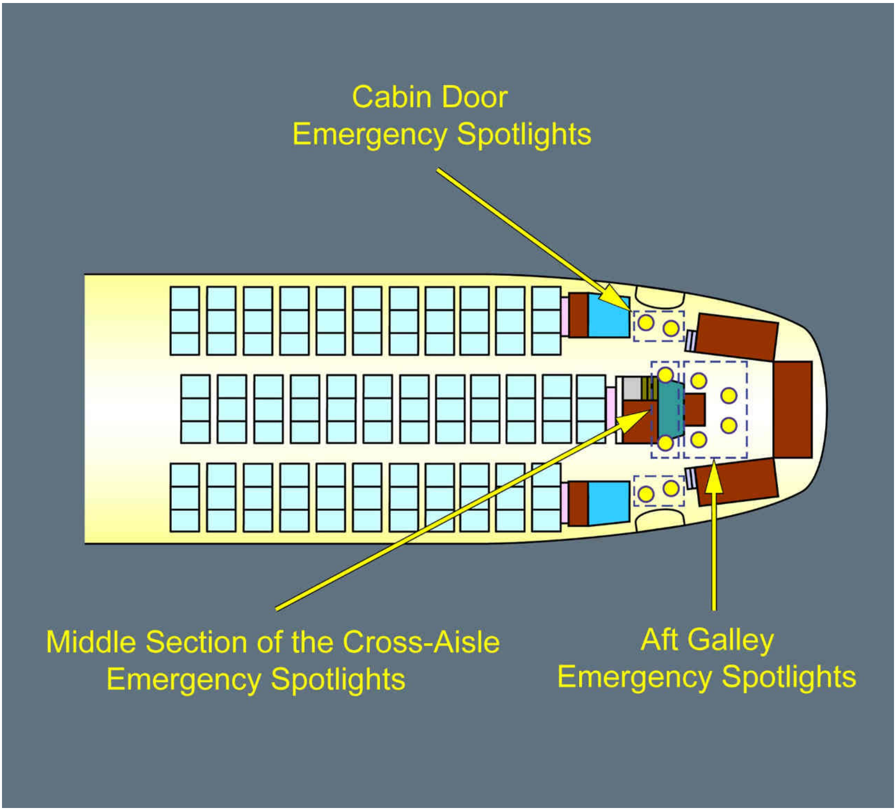

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34-01-31A	ADIRS Mode selector (NAV position inoperative)

Ident.: MO-34-01-00013345.0001001 / 07 OCT 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is LAND3 SINGLE.
RNP AR operations strictly below 0.3 NM are not permitted.

DURING COCKPIT PREPARATION

Set the affected ADIRS mode selector to ATT.

34-01-31B	ADIRS Mode selector (ATT position inoperative)

Ident.: MO-34-01-00013485.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

In the case the associated NAV IR 1(2)(3) FAULT or NAV IR 1+2(1+3)(2+3) FAULT ECAM procedure requests to set the affected ADIRS mode selector to ATT, set the affected IR pb to OFF instead.

Intentionally left blank

34-02-31A	T.O SURV pb-sw

Ident.: MO-34-02-00024688.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

In event of spurious TOS alert, flight crew need to recheck the following:

- ZFW inserted on FMS agree with loadsheet.
- TOW inserted on OIS T.O PERF consistent with GW on SD, and XCHECK WITH AVNCS discrepancy is NONE.
- TORA/TODA on T.O PERF is same as ANF or TERML CHART.
- After line up on takeoff runway, cross check runway marking and/or ANF is same runway selected in FMS.

34-02-32A	ROW/ROP pb-sw (OFF position inoperative)

Ident.: MO-34-02-00024799.0001001 / 11 JAN 19
Applicable to: ALL

GENERAL INFORMATION

Brief on the risk of spurious alerts in case of airports/runways not in database.

34-02-32B	ROW/ROP pb-sw (On position inoperative)

Ident.: MO-34-02-00024800.0001001 / 11 JAN 19
Applicable to: ALL

GENERAL INFORMATION

- **When the ROW/ROP pb-sw is failed OFF:**

  On the WD, the ROW/ROP & BTV OFF memo is displayed.

Intentionally left blank

34-11-05A	OAT Probe

Ident.: MO-34-11-00013219.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

- **When the OAT 1 probe is inoperative:**

  ON GROUND

  On the CAPT ND, the green dashes '--' for TAS indication are not displayed.

  IN FLIGHT

  On the CAPT ND, the TAS indication is displayed green normal.

- **When the OAT 2 probe is inoperative:**

  ON GROUND

  On the F/O ND, the green dashes '--' for TAS indication are not displayed.

  IN FLIGHT

  On the F/O ND, the TAS indication is displayed green normal.

Intentionally left blank

34-12-01A	ADR

Ident.: MO-34-12-00013220.0002001 / 07 JUL 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNP AR operations are not permitted.

DURING COCKPIT PREPARATION

Set the affected ADR 1(2)(3) pb to OFF.

34-12-02A	IR

Ident.: MO-34-12-00013221.0001001 / 07 OCT 21
Applicable to: ALL

GENERAL INFORMATION

- **If the NAV IR 2 FAULT is displayed on the WD:**

  The GNSS 2 data are replaced by green dashes '-' on the POSITION/GNSS and POSITION/MONITOR pages of the MFD.

  L2 *Then, if the GNSS 1 fails on top of the IR 2 inoperative, the GNSS 2 data are recovered on the POSITION/GNSS and POSITION/MONITOR pages of the MFD.*

L1 FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is LAND3 SINGLE.
RNP AR operations strictly below 0.3 NM are not permitted.

DURING COCKPIT PREPARATION

Set the affected IR 1(2)(3) pb to OFF.

Intentionally left blank

34-13-01A	MFP TAT Function

Ident.: MO-34-13-00013223.0001001 / 13 APR 16
Applicable to: ALL

IN FLIGHT

- **When the MFP TAT 1(2) is affected:**

  On the CAPT(F/O) ND, the TAS and the Wind indications are not displayed.

Intentionally left blank

34-17-01A	AIR DATA selector

Ident.: MO-34-17-00013226.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

AIR DATA selector..NORM
On the WD, check the absence of the amber CAPT(F/O) ON BKUPmemo on the WD.

Intentionally left blank

34-20-01A 34-20-01B	ISIS

1 Ident.: MO-34-20-00012454.0001001 / 09 DEC 13
Applicable to: B-18919

DURING COCKPIT PREPARATION

The affected ISIS may permanently display the AIRCRAFT PROGRAM PIN ERROR or the OUT OF ORDER message. In this case, it is not possible to set the affected ISIS to Off.

- **If there is no message displayed on the affected ISIS:**

  Set the affected ISIS to Off via the MODE pb.

  Remaining ISIS automatically reconfigures in SFD mode.

- **If the reconfiguration is not automatically done:**

  Set the remaining ISIS in SFD mode via the MODE pb.

Intentionally left blank

34-36-01A	MMR (one inoperative)

Ident.: MO-34-36-00013142.0001001 / 24 JUL 23
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

IMPACT ON OPERATIONS

RNP AR approaches strictly below 0.3 NM are not permitted.
RNP AR departure and RNP AR missed approach below 1.0 NM are not permitted.
Maximum landing capability is APPR1.

34-36-01B	MMR (both inoperative out of the Single European Sky)

Ident.: MO-34-36-00013143.0002001 / 08 OCT 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

IMPACT ON OPERATIONS

RNAV 10 operations requiring one GNSS due to the flying time outside radio NAVAIDS coverage are not permitted.
RNAV 5 operations may be affected (refer to the published procedure chart).
RNP 1, RNP 2 and RNP 4 operations are not permitted.
RNAV 1 and RNAV 2 terminal procedures may be affected (refer to the published procedure chart).
RNP APCH / RNAV (GNSS) are not permitted.
RNP AR operations are not permitted.
Operations in Airspaces requiring operative ADS-B reporting are not permitted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended routes/airspaces. For detailed information of the intended routes/airspaces in ADS-B Out implementation areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
Operations in the Single European Sky are not permitted.
Approaches using ILS, GLS and SLS are not permitted.
Conventional approaches based on VOR or NDB (if-installed) using raw data remain available. However, forecast weather conditions at the destination or alternate must allow a visual approach to be conducted from the relevant safety altitude.

INOPERATIVE SYSTEM/FUNCTION

ADS-B OUT function is not available.
ILS, GLS and SLS functions are not available.
ROW/ROP and BTV functions are not available.

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FLS guidance is not available.

DURING COCKPIT PREPARATION

Ensure that the time reference is correct

- In the POSITION/TIME page of the FMS, check the clock.
- Manually update the clock, if necessary.

34-36-01C	MMR (both inoperative in the Single European Sky)

Ident.: MO-34-36-00025793.0002001 / 08 OCT 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

IMPACT ON OPERATIONS

RNAV 10 operations requiring one GNSS due to the flying time outside radio NAVAIDS coverage are not permitted.
RNAV 5 operations may be affected (refer to the published procedure chart).
RNP 1, RNP 2 and RNP 4 operations are not permitted.
RNAV 1 and RNAV 2 terminal procedures may be affected (refer to the published procedure chart).
RNP APCH / RNAV (GNSS) are not permitted.
RNP AR operations are not permitted.
Operations in Airspaces requiring operative ADS-B reporting are not permitted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended routes/airspaces. For detailed information of the intended routes/airspaces in ADS-B Out implementation areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
Approaches using ILS, GLS and SLS are not permitted.
Conventional approaches based on VOR or NDB (if-installed) using raw data remain available. However, forecast weather conditions at the destination or alternate must allow a visual approach to be conducted from the relevant safety altitude.

INOPERATIVE SYSTEM/FUNCTION

ADS-B OUT function is not available.
ILS, GLS and SLS functions are not available.
ROW/ROP and BTV functions are not available.
FLS guidance is not available.

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DURING COCKPIT PREPARATION

Ensure that the time reference is correct

- In the POSITION/TIME page of the FMS, check the clock.
- Manually update the clock, if necessary.

34-36-02A	ILS (one inoperative)

Ident.: MO-34-36-00013086.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When ILS is used for approach:**
  Maximum landing capability is APPR1.

34-36-02B	ILS (both inoperative)

Ident.: MO-34-36-00013138.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ILS is not used for approach.

34-36-04B	FLS

Ident.: MO-34-36-00013096.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

FLS is not used for approach.

34-36-05B	GLS (GLS not used)

Ident.: MO-34-36-00026174.0001001 / 24 JUL 23
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

GLS is not used for approach.

34-36-06B	SLS (SLS not used)

Ident.: MO-34-36-00026175.0001001 / 24 JUL 23
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

SLS is not used for approach.

34-38-01A	Airport Navigation Function (ANF)

Ident.: MO-34-38-00011665.0001001 / 11 JAN 19
Applicable to: ALL

GENERAL INFORMATION

When the airport navigation function is lost on one side:

The BTV function cannot be activated from the affected side. It remains available from the opposite side.

When the airport navigation function is lost on both sides:

The BTV function is not available.

The predictive part of the ROW/ROP function is not available. ROW/ROP alerts may be triggered below 500 ft, when the landing runway is automatically detected. In the case of a NOTAM that modifies the runway length, the ROW/ROP may not protect the aircraft against a runway overrun.

The takeoff surveillance function is partially lost:

- The liftoff distance check that the FMS launches at takeoff power is not available
  L2 For more information on the liftoff distance check at takeoff power, *Refer to FCOM/FCOM/Aircraft Systems/AFS-Flight Management System/System Description/Takeoff Surveillance and Monitoring/Takeoff Surveillance Function*.
- L1 The aircraft position check that the ANF performs is not available.
  L2 This means that the capability to display the NAV NOT ON FMS RUNWAY alert and the NAV ON TAXIWAY alert is lost.

L1 The runway approaching advisories may be lost.

L2 For more information on runway approaching advisories, *Refer to FCOM/FCOM/Aircraft Systems/Navigation/Airport Navigation/Controls and Indicators/ND*.

34-38-02B	Airport Navigation Database

Ident.: MO-34-38-00011667.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The BTV function is not available.

Intentionally left blank

34-42-01D	Radio Altimeter (two inoperative or erroneous)

Ident.: MO-34-42-00014299.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is LAND2.

Intentionally left blank

34-50-01A	GNSS (one inoperative)

Ident.: MO-34-50-00013141.0001001 / 24 JUL 23
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

IMPACT ON OPERATIONS

RNP AR approaches strictly below 0.3 NM are not permitted.
RNP AR departure and RNP AR missed approach below 1.0 NM are not permitted.
The GLS and SLS functions in the impacted MMR are no longer available.
The maximum GLS and SLS approach and landing capability is APPR1.
GLS autoland (LAND1) is not available.

34-50-01B	GNSS (both inoperative out of the Single European Sky)

Ident.: MO-34-50-00012298.0002001 / 08 OCT 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

IMPACT ON OPERATIONS

RNAV 10 operations requiring one GNSS due to the flying time outside radio NAVAIDS coverage are not permitted.
RNAV 5 operations may be affected (refer to the published procedure chart).
RNP 1, RNP 2 and RNP 4 operations are not permitted.
RNAV 1 and RNAV 2 terminal procedures may be affected (refer to the published procedure chart).
RNP APCH / RNAV (GNSS) are not permitted.
RNP AR operations are not permitted.
Operations in Airspaces requiring operative ADS-B reporting are not permitted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended routes/airspaces. For detailed information of the intended routes/airspaces in ADS-B Out implementation areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
Operations in the Single European Sky are not permitted.
Approaches using GLS, SLS and GNSS are not permitted.

INOPERATIVE SYSTEM/FUNCTION

ADS-B OUT function is not available.
GLS, SLS and GNSS functions are not available.
ROW/ROP and BTV functions are not available.

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DURING COCKPIT PREPARATION

Ensure that the time reference is correct

- In the POSITION/TIME page of the FMS, check the clock.
- Manually update the clock, if necessary.

34-50-01C	GNSS (both inoperative in the Single European Sky)

Ident.: MO-34-50-00025797.0002001 / 08 OCT 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

IMPACT ON OPERATIONS

RNAV 10 operations requiring one GNSS due to the flying time outside radio NAVAIDS coverage are not permitted.
RNAV 5 operations may be affected (refer to the published procedure chart).
RNP 1, RNP 2 and RNP 4 operations are not permitted.
RNAV 1 and RNAV 2 terminal procedures may be affected (refer to the published procedure chart).
RNP APCH / RNAV (GNSS) are not permitted.
RNP AR operations are not permitted.
Operations in Airspaces requiring operative ADS-B reporting are not permitted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended routes/airspaces. For detailed information of the intended routes/airspaces in ADS-B Out implementation areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
Approaches using GLS, SLS and GNSS are not permitted.

INOPERATIVE SYSTEM/FUNCTION

ADS-B OUT function is not available.
GLS, SLS and GNSS functions are not available.
ROW/ROP and BTV functions are not available.

DURING COCKPIT PREPARATION

Ensure that the time reference is correct

- In the POSITION/TIME page of the FMS, check the clock.
- Manually update the clock, if necessary.

34-50-02B	DME

Ident.: MO-34-50-00012451.0001001 / 11 JAN 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNAV 1, RNAV 2 terminal procedures may be affected (refer to the published procedure chart).
RNAV 5 operations may be affected (refer to the published procedure chart).

34-50-03A	VOR (one inoperative)

Ident.: MO-34-50-00013041.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

- **When VOR 1 is inoperative:**

  The Marker function is not available.

34-50-03B	VOR (both inoperative)

Ident.: MO-34-50-00012452.0002001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNAV 1, RNAV 2 terminal procedures may be affected (refer to the published procedure chart).
RNAV 5 operations may be affected (refer to the published procedure chart).
The Marker function is not available.

34-50-06A	GNSS monitoring by IRs (one GNSS rejected by IRs)

Ident.: MO-34-50-00026167.0001001 / 06 JUL 23
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNP AR operations are not permitted.

34-50-06B	GNSS monitoring by IRs (both rejected out of the Single European Sky)

Ident.: MO-34-50-00026046.0002001 / 01 DEC 23
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

IMPACT ON OPERATIONS

RNAV 10 operations requiring one GNSS due to the flying time outside radio NAVAIDS coverage are not permitted.
RNAV 1, RNAV 2 and RNAV 5 operations may be affected (refer to the published procedure chart).
RNP 1, RNP 2 and RNP 4 operations are not permitted.
RNP APCH / RNAV (GNSS) are not permitted.
RNP AR operations are not permitted.
Operations in Airspaces requiring operative ADS-B reporting are not permitted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended routes/airspaces. For detailed information of the intended routes/airspaces in ADS-B Out implementation areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
Operations in the Single European Sky are not permitted.

INOPERATIVE SYSTEM/FUNCTION

ADS-B OUT function is not available.
ROW/ROP and BTV functions are not available.
These functions may be available at the time of dispatch, but become not available during the flight.

DURING COCKPIT PREPARATION

Ensure that the time reference is correct
In the POSITION/TIME page of the FMS, check the clock.
Manually update the clock, if necessary.

34-50-06C	GNSS monitoring by IRs (both rejected in the Single European Sky)

Ident.: MO-34-50-00026047.0002001 / 01 DEC 23
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

IMPACT ON OPERATIONS

RNAV 10 operations requiring one GNSS due to the flying time outside radio NAVAIDS coverage are not permitted.

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RNAV 1, RNAV 2 and RNAV 5 operations may be affected (refer to the published procedure chart).
RNP 1, RNP 2 and RNP 4 operations are not permitted.
RNP APCH/ RNAV (GNSS) are not permitted.
RNP AR operations are not permitted.
Operations in Airspaces requiring operative ADS-B reporting are not permitted, unless the appropriate authorization is obtained from the Air Navigation Service provider(s) in charge of the intended routes/airspaces. For detailed information of the intended routes/airspaces in ADS-B Out implementation areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.

INOPERATIVE SYSTEM/FUNCTION
ADS-B OUT function is not available.
ROW/ROP and BTV functions are not available.
These functions may be available at the time of dispatch, but become not available during the flight.

DURING COCKPIT PREPARATION

Ensure that the time reference is correct
In the POSITION/TIME page of the FMS, check the clock.
Manually update the clock, if necessary.

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34-71-01A	Surveillance System

Ident.: MO-34-71-00011707.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The TAWS, TCAS, weather radar function, predictive windshear function, and transponder associated with the failed surveillance system are lost.

DURING COCKPIT PREPARATION

WXR & TAWS...SYS (operative side)
XPDR & TCAS...SYS (operative side)

34-71-02B	TAWS

Ident.: MO-34-71-00011709.0001001 / 01 SEP 23
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

GENERAL INFORMATION

- **When the aircraft is applicable to POST SB A350-42-P017:**

  The GPWS and the Terrain functions are lost.

  The ROW/ROP and BTV functions are available only for the runways that are in the ANF database.

- **When the aircraft is applicable to PRE SB A350-42-P017:**

  The GPWS and the Terrain functions are lost.

  The ROW/ROP and BTV functions are not available.

FLIGHT PREPARATION/LIMITATIONS

RNP AR operations are not permitted.

34-71-02B	TAWS

2 Ident.: MO-34-71-00011709.0002001 / 08 JUL 21
Applicable to: B-18919

GENERAL INFORMATION

The GPWS and the Terrain functions are lost.

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The ROW/ROP and BTV functions are available only for the runways that are in the ANF database.

FLIGHT PREPARATION/LIMITATIONS

RNP AR operations are not permitted.

34-71-03B	GPWS

Ident.: MO-34-71-00011708.0001001 / 07 JUL 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

RNP AR operations are not permitted.

34-71-04B	Terrain Functions

Ident.: MO-34-71-00011710.0001001 / 01 SEP 23
3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

GENERAL INFORMATION

- **When the aircraft is applicable to POST SB A350-42-P017:**

  The ROW/ROP and BTV functions are available only for the runways that are in the ANF database.

- **When the aircraft is applicable to PRE SB A350-42-P017:**

  The ROW/ROP and BTV functions are not available.

FLIGHT PREPARATION/LIMITATIONS

RNP AR operations are not permitted.

34-71-04B	Terrain Functions

4 Ident.: MO-34-71-00011710.0002001 / 08 JUL 21
Applicable to: B-18919

GENERAL INFORMATION

The ROW/ROP and BTV functions are available only for the runways that are in the ANF database.

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FLIGHT PREPARATION/LIMITATIONS

RNP AR operations are not permitted.

34-71-05A	Transponder

Ident.: MO-34-71-00011711.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The TCAS associated with the failed transponder is lost.

DURING COCKPIT PREPARATION

XPDR & TCAS.......... SYS (operative side)

34-71-06A	TCAS (one inoperative)

Ident.: MO-34-71-00011712.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

XPDR & TCAS.......... SYS (operative side)

34-71-06B	TCAS (both inoperative)

Ident.: MO-34-71-00011718.0001001 / 13 APR 16
5 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

DURING COCKPIT PREPARATION

- **When the SURV TCAS 1+2 message is displayed on the DISPATCH page:**
  On the SURV/CONTROLS page of the MFD, check that the TCAS controls are disabled.
- **When the TCAS is manually set to STBY mode by the crew:**
  On the SURV/CONTROLS page of the MFD, check that STBY is selected in the TCAS mode option list.
  On the WD, check that the TCAS STBYmemo is displayed.

34-71-06B	TCAS (both inoperative)

6 Ident.: MO-34-71-00011718.0002001 / 09 DEC 13
Applicable to: B-18919

GENERAL INFORMATION

The ADS-B TRAFFIC function is lost.

DURING COCKPIT PREPARATION

- **When the SURV TCAS 1+2 message is displayed on the DISPATCH page:**
  On the SURV/CONTROLS page of the MFD, check that the TCAS controls are disabled.
- **When the TCAS is manually set to STBY mode by the crew:**
  On the SURV/CONTROLS page of the MFD, check that STBY is selected in the TCAS mode option list.
  On the WD, check that the TCAS STBYmemo is displayed.

34-71-07A	ADS-B TRAFFIC Function

7 Ident.: MO-34-71-00011713.0001001 / 09 DEC 13
Applicable to: B-18919

DURING COCKPIT PREPARATION

XPDR & TCAS.. SYS (operative side)

34-71-08A	Weather Radar Function

Ident.: MO-34-71-00011715.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

WXR & TAWS.. SYS (operative side)

34-71-09A	Predictive Windshear Function

Ident.: MO-34-71-00011716.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

WXR & TAWS.. SYS (operative side)

34-71-10A SURV Control Panel

Ident.: MO-34-71-00011717.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

SURV controls remain available on the SURV/CONTROLS page of the MFD, except the VD AZIM control.

Intentionally left blank

35-20-03A	Galley Oxygen Module

Ident.: MO-35-20-00012544.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Cabin manager should conduct galley briefing.
Galley manpower should be limited to the total operative number of adjacent cabin attendant individual oxygen masks.

Intentionally left blank

35-30-01A	Portable Oxygen Unit (non-required units inoperative or missing)

Ident.: MO-35-30-00020834.0001001 / 22 JAN 21
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Unserviceable unit needs to be tagged “INOPERATIVE” and remains in a certified location.
The required distribution of the oxygen units needs to be maintained throughout the cabin (portable oxygen units must be evenly distributed in the cabin).
Inform the cabin crew on the location of the operative units.

Intentionally left blank

36-11-01A 36-11-01B	Engine Bleed Air System

Ident.: MO-36-11-00013210.0001001 / 03 OCT 18
Applicable to: ALL

DURING COCKPIT PREPARATION

ENG 1(2) BLEED pb-sw (inoperative)....................OFF
On the BLEED SD page, check that the X bleed valve is open.

BEFORE TAKEOFF

If both air conditioning packs have been set to OFF for takeoff: the wing anti-ice is not available. The wing anti-ice is available when at least one air conditioning pack is on.

- **If icing conditions are expected at takeoff:**
  At least one PACK 1(2) pb-sw....................On

36-11-05B	Engine Bleed IP Check Valve

Ident.: MO-36-11-00018506.0001001 / 13 APR 16
Applicable to: ALL

DURING TAXI

ENG 1(2) BLEED pb-sw (associated)....................OFF

BEFORE TAKEOFF AND UNTIL DESCENT

Just before the application of the takeoff thrust

ENG 1(2) BLEED pb-sw (associated).................... On

L2 *If the ENG 1(2) BLEED pb-sw is set to On too early before takeoff power is set, the AIR ENG 1(2) BLEED FAULT alert may trigger on the Warning Display.*

L1 BEFORE DESCENT AND UNTIL LANDING

ENG 1(2) BLEED pb-sw (associated)....................OFF

36-11-06A 36-11-06B	Engine HP Bleed Valve

Ident.: MO-36-11-00013211.0001001 / 13 APR 16
Applicable to: ALL

DURING TAXI

ENG 1(2) BLEED pb-sw (associated)....................OFF

Continued on the following page

Continued from the previous page

BEFORE TAKEOFF AND UNTIL DESCENT

Just before the application of the takeoff thrust

ENG 1(2) BLEED pb-sw (associated).. On

L2 *If the ENG 1(2) BLEED pb-sw is set to On too early before takeoff power is set, the AIR ENG 1(2) BLEED FAULT alert may trigger on the Warning Display.*

L1 BEFORE DESCENT AND UNTIL LANDING

ENG 1(2) BLEED pb-sw (associated).. OFF

36-11-08A	Engine HP Bleed Valve Monitoring

Ident.: MO-36-11-00013212.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the BLEED SD page, disregard the associated engine HP bleed valve position, as it may be not reliable.

36-12-01A	APU Bleed Air Supply

Ident.: MO-36-12-00013213.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

APU BLEED pb-sw.. Off

No APU bleed air will be available for Main Engine Start (MES) or air conditioning.

BEFORE PUSHBACK OR ENGINE START

For engine start without APU bleed, *Refer to FCOM/FCOM/Procedures/Supplementary Procedures/Engine/Engine Start with an Air Start Unit*.

36-12-03A	Automatic Control of the XBleed Valve

Ident.: MO-36-12-00018875.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that only one of the following messages is displayed:
- AIR ENG 1 BLEED CTL
- AIR ENG 2 BLEED CTL

On the DISPATCH page, check that none of the following messages is displayed:
- AIR XBLEED MAN CTL
- AIR XBLEED

36-12-04A	Manual Control of the XBleed Valve

Ident.: MO-36-12-00013215.0001001 / 13 APR 16
Applicable to: ALL

AFTER ENGINE START

Check of the automatic control of the Xbleed valve:

- ENG 1 BLEED pb-sw.. OFF
- On the BLEED SD page, check that the Xbleed valve is open.
- ENG 1 BLEED pb-sw.. On
- On the BLEED SD page, check that the Xbleed valve is closed.

Intentionally left blank

38-30-02A	Vacuum Generator Systems (Toilet)

Ident.: MO-38-30-90000065.9000077 / 27 SEP 19
Applicable to: ALL

GENERAL INFORMATION

Notify cabin manager to ensure that affected lavatory is kept locked and not entered when aircraft on ground and below 16,000 feet MSL.

Intentionally left blank

42-11-04A	CPIOM H41 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-11-00022860.0001001 / 12 JUL 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- AIR PACK 1 CTL 1
- AIR PACK 1 CTL 2
- AIR PACK 2 CTL 1
- AIR PACK 2 CTL 2

42-11-05A	CPIOM H42 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-11-00022861.0001001 / 12 JUL 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that none of the following messages is displayed:
- AIR PACK 1 CTL 1
- AIR PACK 1 CTL 2
- AIR PACK 2 CTL 1
- AIR PACK 2 CTL 2

42-11-06A	CPIOM H43 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-11-00018395.0001001 / 03 OCT 18
Applicable to: ALL

DURING COCKPIT PREPARATION

ENG 1 BLEED pb-sw.. OFF
On the BLEED SD page, check that the crossbleed valve is open.

42-11-07A	CPIOM H44 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-11-00018396.0001001 / 03 OCT 18
Applicable to: ALL

DURING COCKPIT PREPARATION

ENG 2 BLEED pb-sw.. OFF
On the BLEED SD page, check that the crossbleed valve is open.

42-11-08B CPIOM H61 inoperative combined with another CPIOM inoperative

Ident.: MO-42-11-00020737.0001001 / 09 JAN 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CPIOM H61/CPIOM H63
CPIOM H61/CPIOM J23
CPIOM H61/CPIOM J51
CPIOM H61/CRDC A04
CPIOM H61/CRDC B13

42-11-10B CPIOM H63 inoperative combined with another CPIOM inoperative

Ident.: MO-42-11-00020738.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combination
CPIOM H63/CPIOM H61

42-11-12A CPIOM J12 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-11-00018397.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

GENERAL INFORMATION

- **When CPIOM J12 is inoperative:**

  FWS 2 becomes inoperative, and

  Half of each of the following lights is lost:
  - MASTER WARN lights
  - MASTER CAUT lights
  - ATC MSG lights
  - AUTO LAND lights

Continued on the following page

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These lights are still considered as operative.

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is LAND3 SINGLE.

42-11-12A	CPIOM J12 inoperative and no other CRDC/CPIOM inoperative

2 Ident.: MO-42-11-00018397.0003001 / 10 JUL 19
Applicable to: B-18919

GENERAL INFORMATION

- **When CPIOM J12 is inoperative:**

  FWS 2 becomes inoperative, and

  Half of each of the following lights is lost:
  - MASTER WARN lights
  - MASTER CAUT lights
  - ATC MSG lights
  - AUTO LAND lights

  These lights are still considered as operative.

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is LAND3 SINGLE.

AFTER ENGINES START

Check on both PFDs that the pitch trim is set to takeoff target.

42-11-13A	CPIOM J21 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-11-00018398.0002001 / 12 JUL 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the following lights do not come on:
- Half of the LEDs of the ENG 1 FIRE pb-sw
- Half of the LEDs of the APU FIRE pb-sw
- The ENG 1 AGENT 1 pb DISCH light
- The ENG 1 AGENT 1 pb SQUIB light
- The ENG 1 AGENT 2 pb SQUIB light

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- The APU AGENT pb DISCH light
- The APU AGENT pb SQUIB light
- The engine 1 master lever light.

42-11-14A	CPIOM J22 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-11-00018399.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the following lights do not come on:
- Half of the LEDs of the ENG 1 FIRE pb-sw
- The ENG 1 AGENT 2 pb DISCH light
- The ENG 1 AGENT 1 pb SQUIB light
- The ENG 1 AGENT 2 pb SQUIB light.

42-11-15A	CPIOM J23 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-11-00018400.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the following lights do not come on:
- Half of the LEDs of the ENG 2 FIRE pb-sw
- The ENG 2 AGENT 1 pb DISCH light
- The ENG 2 AGENT 1 pb SQUIB light
- The ENG 2 AGENT 2 pb SQUIB light.

42-11-15B	CPIOM J23 inoperative combined with another CRDC/CPIOM inoperative

Ident.: MO-42-11-00020731.0002001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

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Authorized Failure Combinations
CPIOM J23/CPIOM H61
CPIOM J23/CPIOM J51
CPIOM J23/CRDC A04
CPIOM J23/CRDC B13

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the following lights do not come on:
- Half of the LEDs of the ENG 2 FIRE pb-sw
- The ENG 2 AGENT 1 pb DISCH light
- The ENG 2 AGENT 1 pb SQUIB light
- The ENG 2 AGENT 2 pb SQUIB light.

42-11-16A	CPIOM J24 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-11-00018401.0002001 / 12 JUL 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

During the APU and ENG Fire Test, the following lights do not come on:
- Half of the LEDs of the ENG 2 FIRE pb-sw
- Half of the LEDs of the APU FIRE pb-sw
- The ENG 2 AGENT 2 pb DISCH light
- The ENG 2 AGENT 1 pb SQUIB light
- The ENG 2 AGENT 2 pb SQUIB light
- The APU AGENT pb SQUIB light
- The engine 2 master lever light.

42-11-17A	CPIOM J51 inoperative and no other CRDC/CPIOM inoperative (procedures do not require ATC datalink)

Ident.: MO-42-11-00018402.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC Datalink communications (ADS-C, CPDLC, DCL, OCL and D-ATIS) are not available. Associated ATC datalink Required Communication/Surveillance Performance (RCP for CPDLC and RSP for ADS-C) capabilities are lost.

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For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
COMPANY COM may be inoperative. *Refer to Item 46-20-01 COMPANY COM*.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

42-11-17B	CPIOM J51 inoperative and no other CRDC/CPIOM inoperative (procedures require ATC datalink)

Ident.: MO-42-11-00018404.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC Datalink communications (ADS-C, CPDLC, DCL, OCL and D-ATIS) are not available.
Associated ATC datalink Required Communication/Surveillance Performance (RCP for CPDLC and RSP for ADS-C) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
Ensure that both HF are operative prior to departure.
ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.
COMPANY COM may be inoperative. *Refer to Item 46-20-01 COMPANY COM*.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

42-11-17C	CPIOM J51 inoperative combined with another CRDC/CPIOM inoperative (procedures do not require ATC datalink)

Ident.: MO-42-11-00020733.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC Datalink communications (ADS-C, CPDLC, DCL, OCL and D-ATIS) are not available.
Associated ATC datalink Required Communication/Surveillance Performance (RCP for CPDLC and RSP for ADS-C) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
COMPANY COM may be inoperative. *Refer to Item 46-20-01 COMPANY COM*.

- **Authorized failure combinations:**

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CPIOM J51/CPIOM H61
CPIOM J51/CPIOM J23
CPIOM J51/CRDC A04
CPIOM J51/CRDC B13

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

42-11-17D	CPIOM J51 inoperative combined with another CRDC/CPIOM inoperative (procedures require ATC datalink)

Ident.: MO-42-11-00020734.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC Datalink communications (ADS-C, CPDLC, DCL, OCL and D-ATIS) are not available.
Associated ATC datalink Required Communication/Surveillance Performance (RCP for CPDLC and RSP for ADS-C) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.

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For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
Ensure that both HF are operative prior to departure.
ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.
COMPANY COM may be inoperative. *Refer to Item 46-20-01 COMPANY COM*.

- **Authorized failure combinations:**

  Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CPIOM J51/CPIOM H61
CPIOM J51/CPIOM J23
CPIOM J51/CRDC A04
CPIOM J51/CRDC B13

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

42-11-19A	CPIOM J72 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-11-00018403.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The MFD FCU BKUP function is not available on the F/O side.

FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is LAND3 SINGLE.

AFTER ENGINES START

Check on both PFDs that the pitch trim is set to the takeoff target.

42-41-01A	CRDC A01 Inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00018856.0001001 / 08 APR 21
Applicable to: ALL

GENERAL INFORMATION

The CREW OXY MASK IN USE memo will not be displayed on the WD if the CAPT or the 4th occupant mask is not correctly stowed.

The CAPT EFIS control panel is not available.

Use the EFIS CONTROL PANEL page of the MFD FCU BKUP on CAPT side.
However the TAXI pb and the ZOOM position of the ND range selector are not available.

Note: *If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*

- **If the flight crew needs to use the (F/O) OIS ON CENTER function:**
  F/O OIS ON CENTER pb........ON
  CAPT DISPLAY CYCLE pb........USE
  When the F/O OIS ON CENTER function is used, the center lower DU does no longer display the CAPT MFD and associated AFS backup function. Such configuration leads to trigger the CDS CAPT EFIS CTL PNL + BKUP CTL FAULT ECAM alert associated with CDS CAPT EFIS CTL PNL + BKUP CTL Dispatch Message. The use of the CAPT DISPLAY CYCLE function enables to recover the CAPT EFIS backup function on the CAPT outer DU and removes the ECAM alert and its associated Dispatch Message.
  - **When the flight crew does no longer need the F/O OIS ON CENTER:**
    F/O OIS ON CENTER pb........Off
    The center lower DU will automatically recover the display of the CAPT MFD.

ENGINE START

Start engine 2 first.
Use the CROSSBLEED ENGINE START procedure to start the engine 1.
Refer to FCOM/Procedures/Normal Procedures/Supplementary Procedures/Engine/Crossbleed Engine Start.

TAKEOFF / CLIMB / APPROACH / LANDING

The EFIS CONTROL PANEL page of the MFD FCU BKUP associated to the inoperative EFIS control panel should always be displayed on the CENTER LOWER DU during takeoff, approach and landing.

42-41-02A	CRDC A02 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00018857.0001001 / 14 APR 22
Applicable to: ALL

GENERAL INFORMATION

The CREW OXY MASK IN USE memo will not be displayed on the WD if the F/O or the 3rd occupant mask is not correctly stowed.

The F/O EFIS control panel is not available.

Use the EFIS CONTROL PANEL page of the MFD FCU BKUP on F/O side.
However the TAXI pb and the ZOOM position of the ND range selector are not available.

Note: *If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*

- **If the flight crew needs to use the CAPT OIS ON CENTER function:**

  CAPT OIS ON CENTER pb.. ON
  F/O DISPLAY CYCLE pb.. USE

  When the CAPT OIS ON CENTER function is used, the center lower DU does no longer display the F/O MFD and associated AFS backup function. Such configuration leads to trigger the CDS F/O EFIS CTL PNL + BKUP CTL FAULT ECAM alert associated with CDS F/O EFIS CTL PNL + BKUP CTL Dispatch Message. The use of the F/O DISPLAY CYCLE function enables to recover the F/O EFIS backup function on the F/O outer DU and removes the ECAM alert and its associated Dispatch Message.

  - **When the flight crew does no longer need the CAPT OIS ON CENTER:**

    CAPT OIS ON CENTER pb.. Off

    The center lower DU will automatically recover the display of the F/O MFD.

ENGINE START

Start engine 1 first.
Use the CROSSBLEED ENGINE START procedure to start the engine 2.
Refer to FCOM/Procedures/Normal Procedures/Supplementary Procedures/Engine/Crossbleed Engine Start.

TAKEOFF / CLIMB / APPROACH / LANDING

The EFIS CONTROL PANEL page of the MFD FCU BKUP associated to the inoperative EFIS control panel should always be displayed on the CENTER LOWER DU during takeoff, approach and landing.

42-41-02B	CRDC A02 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020669.0001001 / 14 APR 22
Applicable to: ALL

GENERAL INFORMATION

The CREW OXY MASK IN USE memo will not be displayed on the WD if the F/O or the 3rd occupant mask is not correctly stowed.

The F/O EFIS control panel is not available.

Use the EFIS CONTROL PANEL page of the MFD FCU BKUP on F/O side.
However the TAXI pb and the ZOOM position of the ND range selector are not available.

Note: *If the flight crew deactivates the EFIS backup, all the settings of the backup are lost, except the barometric value.*

- **If the flight crew needs to use the CAPT OIS ON CENTER function:**
  CAPT OIS ON CENTER pb.. ON
  F/O DISPLAY CYCLE pb.. USE
  When the CAPT OIS ON CENTER function is used, the center lower DU does no longer display the F/O MFD and associated AFS backup function. Such configuration leads to trigger the CDS F/O EFIS CTL PNL + BKUP CTL FAULT ECAM alert associated with CDS F/O EFIS CTL PNL + BKUP CTL Dispatch Message. The use of the F/O DISPLAY CYCLE function enables to recover the F/O EFIS backup function on the F/O outer DU and removes the ECAM alert and its associated Dispatch Message.
  - **When the flight crew does no longer need the CAPT OIS ON CENTER:**
    CAPT OIS ON CENTER pb.. Off
    The center lower DU will automatically recover the display of the F/O MFD.

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combination
CRDC A02/CRDC A15

The following functions are lost:
- The F/O EFIS control panel,
- The CREW OXY MASK IN USE memo for the F/O and the 3rd occupant oxygen masks.

ENGINE START

Start engine 1 first.

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Use the CROSSBLEED ENGINE START procedure to start the engine 2.
Refer to FCOM/Procedures/Normal Procedures/Supplementary Procedures/Engine/Crossbleed Engine Start.

TAKEOFF / CLIMB / APPROACH / LANDING

The EFIS CONTROL PANEL page of the MFD FCU BKUP associated to the inoperative EFIS control panel should always be displayed on the CENTER LOWER DU during takeoff, approach and landing.

42-41-03A	CRDC A03 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00018858.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The APU automatic start in the case of AEFO is not available. The manual start of the APU remains available.
The foot electrical heater on the CAPT side is not available.

42-41-04A	CRDC A04 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00020710.0001001 / 13 JAN 16
Applicable to: ALL

GENERAL INFORMATION

The foot electrical heater on the F/O side is not available.

During an annunciator light test, the following lights will not turn on:
- FIRE light and FAULT light on the engine 2 master lever
- All lights on the ECAM Control Panel
- All lights on the BRAKE panel

DURING REFUELING, DEFUELING OR GROUND FUEL TRANSFER

The HF2 data transmission mode is not automatically inhibited.

HF2 .... Set to VOICE mode
HF2 .... Do not use

42-41-04B | **CRDC A04 inoperative combined with CRDC/CPIOM inoperative**

Ident.: MO-42-41-00020711.0001001 / 13 JAN 16
Applicable to: ALL

GENERAL INFORMATION

The foot electrical heater on the F/O side is not available.

During an annunciator light test, the following lights will not turn on:
- FIRE light and FAULT light on the engine 2 master lever
- All lights on the ECAM Control Panel
- All lights on the BRAKE panel

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC A04/CPIOM H61
CRDC A04/CPIOM J23
CRDC A04/CPIOM J51
CRDC A04/CRDC A05
CRDC A04/CRDC B01
CRDC A04/CRDC B02
CRDC A04/CRDC B03
CRDC A04/CRDC B04
CRDC A04/CRDC B05
CRDC A04/CRDC B06
CRDC A04/CRDC B07
CRDC A04/CRDC B08
CRDC A04/CRDC B09
CRDC A04/CRDC B10
CRDC A04/CRDC B11
CRDC A04/CRDC B12
CRDC A04/CRDC B13
CRDC A04/CRDC B14

DURING REFUELING, DEFUELING OR GROUND FUEL TRANSFER

The HF2 data transmission mode is not automatically inhibited.

HF2..Set to VOICE mode
HF2..Do not use

42-41-05A	CRDC A05 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00018860.0001001 / 13 JAN 16
Applicable to: ALL

GENERAL INFORMATION

On the CAPT side:
- The windshield defogging is not available,
- The windshield heating remains operative.

During an annunciator light test, the following lights will not turn on:
- FIRE light and FAULT light on the engine 1 master lever
- All lights on the ECAM Control Panel
- All lights on the BRAKE panel

DURING REFUELING, DEFUELING OR GROUND FUEL TRANSFER

The HF1 data transmission mode is not automatically inhibited.

HF1 .... Set to VOICE mode
HF1 .... Do not use

42-41-05B	CRDC A05 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020670.0001001 / 13 JAN 16
Applicable to: ALL

GENERAL INFORMATION

On the CAPT side:
- The windshield defogging is not available,
- The windshield heating remains operative.

During an annunciator light test, the following lights will not turn on:
- FIRE light and FAULT light on the engine 1 master lever
- All lights on the ECAM Control Panel
- All lights on the BRAKE panel

FLIGHT PREPARATION/LIMITATIONS

<u>Note:</u> *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC A05/CRDC A04
CRDC A05/CRDC A15

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DURING REFUELING, DEFUELING OR GROUND FUEL TRANSFER

The HF1 data transmission mode is not automatically inhibited.

HF1 .... Set to VOICE mode
HF1 .... Do not use

42-41-06A	CRDC A06 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00019275.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the F/O side:
- The windshield defogging is not available,
- The windshield heating remains operative.

42-41-08A	CRDC A08 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00019276.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The foot electrical heater on the F/O side is not available.

42-41-09A	CRDC A09 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00018861.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The foot electrical heater on the CAPT side is not available.

BEFORE TAKEOFF

After the T.O CONFIG test, the memo T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD.

Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the associated DOOR MULTIPLE POS DET FAULT [DUE TO IMA MODULE FAULT] alert on the WD.

42-41-13A	CRDC A13 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00018862.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the DOOR/OXY SD page, the CAPT oxygen pressure is displayed **XX**.

FLIGHT PREPARATION/LIMITATIONS

The minimum flight crew oxygen pressure is determined as per the FCOM procedure.*Refer to FCOM/FCOM/Limitations/Oxygen/Minimum Flight Crew Oxygen*.

42-41-14A	CRDC A15 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00018863.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The temperature control in the BULK cargo compartment is not available.

Ensure that the BULK cargo compartment does not contain materials sensitive to important temperature variations.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

DURING COCKPIT PREPARATION

BULK HEATER pb-sw....................OFF

42-41-14B	CRDC A15 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020672.0001001 / 03 JUL 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

The temperature control in the BULK cargo compartment is not available.

Ensure that the BULK cargo compartment does not contain materials sensitive to important temperature variations.
In that respect, for live animal transportation, refer to GOM Chapter 6.7.2 "Loading of Live Animals".

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- **Authorized failure combinations:**

  Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combination
CRDC A15/CRDC A02
CRDC A15/CRDC A05

DURING COCKPIT PREPARATION

BULK HEATER pb-sw..OFF

42-41-16B	CRDC B01 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020675.0001001 / 10 JUL 19
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC B01/CRDC A04
CRDC B01/CRDC B13

42-41-17B	CRDC B02 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020677.0001001 / 03 OCT 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC B02/CRDC A04
CRDC B02/CRDC B13

42-41-18A — CRDC B03 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00019290.0001001 / 03 OCT 18
Applicable to: ALL

GENERAL INFORMATION

On the HYD SD page, the indication **DISC** linked with the manual disconnection of a yellow Engine Driven Pump (EDP) is no more available.

42-41-18B — CRDC B03 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020679.0001001 / 03 OCT 18
Applicable to: ALL

GENERAL INFORMATION

On the HYD SD page, the indication **DISC** linked with the manual disconnection of a yellow Engine Driven Pump (EDP) is no more available.

FLIGHT PREPARATION/LIMITATIONS

Note: The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.

Authorized Failure Combinations
CRDC B03/CRDC A04
CRDC B03/CRDC B13

42-41-19A — CRDC B04 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00018864.0001001 / 13 APR 16
Applicable to: B-18901, B-18902

GENERAL INFORMATION

On the HYD SD page, the yellow FSOV indications are displayed **XX**.

DURING COCKPIT PREPARATION

YELLOW ELEC PMP pb-sw..OFF

BEFORE ENGINE START

ACCU REINFLATE pb ....PUSH
GREEN ACCU brake indicator.. CHECK

42-41-19B	CRDC B04 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020681.0001001 / 13 APR 16
Applicable to: B-18901, B-18902

GENERAL INFORMATION

On the HYD SD page, the yellow FSOV indications are displayed **XX**.

FLIGHT PREPARATION/LIMITATIONS

Note: The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.

Authorized Failure Combinations
CRDC B04/CRDC A04
CRDC B04/CRDC B13

DURING COCKPIT PREPARATION

YELLOW ELEC PMP pb-sw........OFF

BEFORE ENGINE START

ACCU REINFLATE pb ....PUSH
GREEN ACCU brake indicator........CHECK

42-41-19B	CRDC B04 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020681.0003001 / 02 FEB 17
1 **Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

FLIGHT PREPARATION/LIMITATIONS

Note: The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.

Authorized Failure Combinations
CRDC B04/CRDC A04
CRDC B04/CRDC B13

42-41-20B CRDC B05 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020683.0001001 / 10 JUL 19
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC B05/CRDC A04
CRDC B05/CRDC B13

42-41-21B CRDC B06 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020685.0001001 / 03 OCT 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC B06/CRDC A04
CRDC B06/CRDC B13

42-41-22B CRDC B07 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020688.0001001 / 09 JAN 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC B07/CRDC A04

42-41-23A	CRDC B08 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00018865.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the DOOR/OXY SD page, the F/O oxygen pressure indication is displayed **XX**.

FLIGHT PREPARATION/LIMITATIONS

The minimum flight crew oxygen pressure is determined as per the FCOM procedure.*Refer to FCOM/FCOM/Limitations/Oxygen/Minimum Flight Crew Oxygen Pressure*.

42-41-23B	CRDC B08 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020689.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the DOOR/OXY SD page, the F/O oxygen pressure indication is displayed **XX**.

FLIGHT PREPARATION/LIMITATIONS

The minimum flight crew oxygen pressure is determined as per the FCOM procedure.*Refer to FCOM/FCOM/Limitations/Oxygen/Minimum Flight Crew Oxygen Pressure*.

- **Authorized failure combinations:**

  Note: The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.

Authorized Failure Combinations
CRDC B08/CRDC A04
CRDC B08/CRDC B13

42-41-24B	CRDC B09 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020691.0001001 / 09 JAN 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.

Authorized Failure Combinations
CRDC B09/CRDC A04

42-41-25B — CRDC B10 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020693.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC B10/CRDC A04
CRDC B10/CRDC B13

42-41-26A — CRDC B11 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00018866.0001001 / 13 APR 16
Applicable to: B-18901, B-18902

GENERAL INFORMATION

On the HYD SD page, the green FSOV indications are displayed **XX**.

DURING COCKPIT PREPARATION

GREEN ELEC PMP pb-sw..OFF

BEFORE ENGINE START

ACCU REINFLATE pb..PUSH
YELLOW ACCU brake indicator..CHECK

42-41-26B — CRDC B11 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020695.0001001 / 13 APR 16
Applicable to: B-18901, B-18902

GENERAL INFORMATION

On the HYD SD page, the green FSOV indications are displayed **XX**.

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC B11/CRDC A04
CRDC B11/CRDC B13

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DURING COCKPIT PREPARATION

GREEN ELEC PMP pb-sw....................OFF

BEFORE ENGINE START

ACCU REINFLATE pb ....PUSH
YELLOW ACCU brake indicator.................... CHECK

42-41-26B	CRDC B11 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020695.0003001 / 02 FEB 17
2 **Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC B11/CRDC A04

42-41-27A	CRDC B12 inoperative and no other CRDC/CPIOM inoperative

Ident.: MO-42-41-00019278.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the HYD SD page, the indication **DISC** linked with the manual disconnection of a green Engine Driven Pump (EDP) is no more available.

42-41-27B	CRDC B12 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020697.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

On the HYD SD page, the indication **DISC** linked with the manual disconnection of a green Engine Driven Pump (EDP) is no more available.

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FLIGHT OPERATION/LIMITATIONS

Note: The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.

Authorized Failure Combinations
CRDC B12/CRDC A04
CRDC B12/CRDC B13

42-41-28B	CRDC B13 inoperative combined with another CRDC/CPIOM inoperative

Ident.: MO-42-41-00020699.0001001 / 13 APR 16
Applicable to: B-18901, B-18902

FLIGHT OPERATION/LIMITATIONS

Note: The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.

Authorized Failure Combinations
CRDC B13/CPIOM H61
CRDC B13/CPIOM J23
CRDC B13/CPIOM J51
CRDC B13/CRDC A04
CRDC B13/CRDC B01
CRDC B13/CRDC B02
CRDC B13/CRDC B03
CRDC B13/CRDC B04
CRDC B13/CRDC B05
CRDC B13/CRDC B06
CRDC B13/CRDC B08
CRDC B13/CRDC B10
CRDC B13/CRDC B11
CRDC B13/CRDC B12
CRDC B13/CRDC B14

42-41-28B CRDC B13 inoperative combined with another CRDC/CPIOM inoperative

Ident.: MO-42-41-00020699.0003001 / 09 NOV 16
3 **Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

FLIGHT OPERATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC B13/CPIOM H61
CRDC B13/CPIOM J23
CRDC B13/CPIOM J51
CRDC B13/CRDC A04
CRDC B13/CRDC B01
CRDC B13/CRDC B02
CRDC B13/CRDC B03
CRDC B13/CRDC B04
CRDC B13/CRDC B05
CRDC B13/CRDC B06
CRDC B13/CRDC B08
CRDC B13/CRDC B10
CRDC B13/CRDC B12
CRDC B13/CRDC B14

42-41-29B CRDC B14 inoperative combined with another CRDC inoperative

Ident.: MO-42-41-00020701.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Note: *The failures combinations listed in the table below are applicable. Any other failures combinations require technical support and assistance from AIRBUS.*

Authorized Failure Combinations
CRDC B14/CRDC A04
CRDC B14/CRDC B13

Intentionally left blank

44-02-31A	CALLS ALL pb

Ident.: MO-44-02-00012879.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

In order to call the cabin, use:
- The cockpit handset, or
- The operative pb on the CALLS overhead panel, or
- The passenger address.

44-02-32A	CALLS EMER pb

Ident.: MO-44-02-00012880.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

In order to call the cabin, use:
- The cockpit handset, or
- The operative pb on the CALLS overhead panel, or
- The passenger address.

44-02-33A	CALLS FWD(MID)(EXIT)(AFT) pb

Ident.: MO-44-02-00012881.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

In order to call the cabin, use:
- The cockpit handset, or
- The operative pb on the CALLS overhead panel, or
- The passenger address.

44-02-34A	CALLS MECH pb

Ident.: MO-44-02-00012882.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Use flight interphone or hand signals to communicate with ground personnel during ground handling operations.

44-02-35A	CALLS PURS pb

Ident.: MO-44-02-00012883.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

In order to call the cabin, use:
- The cockpit handset, or
- The operative pb on the CALLS overhead panel, or
- The passenger address.

44-02-36A	CALLS FLT(CAB) REST pb

Ident.: MO-44-02-00012884.0003001 / 28 APR 23
Applicable to: ALL

GENERAL INFORMATION

In order to contact the associated crew rest compartment occupants:
- Use the cockpit handset, or
- Call the cabin through the operative pb on the CALLS overhead panel, or
- Use the passenger address.

44-03-01A	COMMAND pb-sw EVAC light

Ident.: MO-44-03-90000021.9000031 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Notify cabin crew when “Passenger Evacuation” initiates.

44-03-02A	COMMAND pb-sw ON light

Ident.: MO-44-03-90000022.9000032 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Notify cabin crew when “Passenger Evacuation” initiates.

Intentionally left blank

44-11-01A	DEU A

Ident.: MO-44-11-00012885.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The location of the cabin area affected by the failed DEU A is shown on the System Info page of the FAP.

In the affected cabin area:
- The cabin lighting is set to a default value (100 %).
- The following applications (when applicable) are lost: Lighted signs, loudspeakers, attendant work lights, passenger call, lavatory call.

Intentionally left blank

44-12-01A	DEU B

Ident.: MO-44-12-00012886.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The location of the cabin area affected by the failed DEU B is shown on the System Info page of the FAP.

In the affected cabin area, the following applications (when applicable) are lost:
- Handsets,
- Lavatory smoke detectors,
- Emergency Evacuation Signaling System,
- Emergency Crew Alerting System,
- Area Control Panel, Attendant Indication Panel, Additional Attendant Panel.

Intentionally left blank

44-14-01A	Cabin Loudspeaker

Ident.: MO-44-14-00020123.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Ensure that the passengers occupying the affected seats can clearly hear the passenger address announcements.
Otherwise, the affected seat must not be occupied and must be placarded "DO NOT OCCUPY".

Note: *With the default adjustment on the FAP Level Adjustment page, a distance of 1.6 m between the headrest of a seat and the closest operative loudspeaker meets the requirement for PA intelligibility.*

44-14-02A	Lavatory Loudspeaker

Ident.: MO-44-14-00012887.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Prior to departure, to remind the flight crew to use the cabin interphone system to communicate with cabin crew, and cabin crew must be notified that verbal passenger who are in lavatory will be necessary.
Notify cabin crew that the following announcement are affected:

- Depressurization emergency oxygen.
- Pre-flight safety passenger briefing.
- Brief cabin crew to relay crash landing and ditching instructions by use of megaphone.

44-14-03A	CRC Loudspeaker

Ident.: MO-44-14-00012888.0001001 / 13 APR 16
Applicable to: ALL

IN FLIGHT

Flight crew uses the cabin interphone system to communicate with on duty cabin crew for relaying messages to crew at rest.

Intentionally left blank

44-15-02A	Cabin Handset

Ident.: MO-44-15-00012889.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Define the handset location to be used by the cabin manager, if necessary.

IN FLIGHT

Cabin attendant with the operative handset will inform the opposite cabin attendant by direct voice communication.

44-15-03B	CRC Handset

Ident.: MO-44-15-00012890.0001001 / 24 MAR 17
Applicable to: ALL

IN FLIGHT

Flight crew uses the cabin interphone system to communicate with on duty cabin crew for relaying messages to crew at rest.

In order to broadcast the Passenger Address in the affected CRC:

1. Make sure that the loudspeakers in the affected CRC are operative. If not, *Refer to Item 44-14-03 CRC Loudspeaker*.
2. Use the following sequence to include all CRCs in the announcement:

   - From a handset:
     Press and hold the PTT key during the announcement.
   - From a cockpit hand microphone or a boomset/headset:
     Press and hold the PA key on the RMP during the announcement.

     Note: The use of the INT/RAD sw on the RMP does not broadcast the announcement in the CRCs.

Intentionally left blank

44-16-01A	Prerecorded Announcement and Music Reproducer (PRAM)

Ident.: MO-44-16-00012891.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

Notify cabin crew use PA, megaphone or oral for announcement.
Necessary demonstration equipment must be provided onboard.

Intentionally left blank

44-18-01A	Emergency Evacuation Signaling System

Ident.: MO-44-18-00013071.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

When necessary, the evacuation information may be given by the cabin crew through the passenger address, or through the cabin interphone.

Intentionally left blank

44-50-01A	Cockpit Door Surveillance System (CDSS)

Ident.: MO-44-50-00012894.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Refer to FOM Chapter 10.5.1 “Operating Rules for Cockpit Door”.

Intentionally left blank

46-10-01A	Data Transfer between OIS and Avionics

Ident.: MO-46-10-00017039.0001001 / 11 JAN 19
Applicable to: ALL

GENERAL INFORMATION

The following functions are not available:
- The COMPANY COM
- The printing function from the FMS and the ATC COM
- The maintenance applications (CMS, DLCS, PDMMF, ACMS, EHM, MCA, SPP)
- The communication between the EFB applications and the aircraft avionics.

DURING COCKPIT PREPARATION

The Captain and First Officer must:
- Manually initialize the FLT OPS STS page
- In the Ops Library, use search to access ECAM alerts or Dispatch Messages
- Obtain ATIS via VHF
- Manually compare take-off parameters between EFB and FMS (XCHECK WITH AVNCS function not available)
- If ACARS is not available, obtain paper flight plan and EDP loadsheet and then hand over a copy to ground staff prior to departure.

IN FLIGHT

Due to ACARS (COMPANY COM) is not available, obtain en-route weather by VOLMET.

POST FLIGHT

Complete manual OPERATIONS LOG.

46-10-03A	Redundancy on OIS CAB&MAINT Server (OSFC)

Ident.: MO-46-10-00023625.0001001 / 08 NOV 18
Applicable to: ALL

GENERAL INFORMATION

Depending on the failure, some operational functionalities may be lost:
- Print data from ATC, FMS or applications hosted in the OIS AVNCS side may not be possible.
- Aircraft Post-Flight Report (PFR) may be incomplete.
- Some notifications may be lost.

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- Connectivity of EFF, Loadsheet application and/or of other airline application with the ground may be lost.
- Export of data reports (QAR, SAR, configuration reports...) may be lost.

  Note: *Flight parameters can be donwloaded directly from the flight data recorder.*

46-20-01A	COMPANY COM

Ident.: MO-46-20-00022759.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

If ACARS is not available, obtain paper flight plan and EDP loadsheet and then hand over a copy to ground staff prior to departure.

Note: Refer to GOM Chapter 5.3.10.2

IN FLIGHT

Obtain en-route weather by VOLMET.

POST FLIGHT

Complete manual OPERATIONS LOG.

46-20-02A	EFB Docking Station

Ident.: MO-46-20-00017042.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The EFB applications are not available on the affected side.
The onside laptop or any other acceptable mitigation means may be used to recover the EFB applications.
The COMPANY COM application remains available on the affected side.

DURING COCKPIT PREPARATION

Unstow affected laptop from Docking Station and secure to side console using the strap.

The flight crew with the affected laptop must:
- Manually initialize the FLT OPS STS page
- In the Ops Library, use search to access ECAM alerts or Dispatch Messages
- Manually compare take-off parameters between EFB and FMS (XCHECK WITH AVNCS function not available)

For briefing, display charts from the operative EFB on the center lower DU by using the “OIS ON CENTER” function.
Ensure laptop is closed prior to pushback.
Apply save-battery procedure by switching laptop to standby when not in use.

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IN FLIGHT

For viewing en-route charts, use “View Offside” function.
For briefing, display charts from the operative EFB on the center lower DU by using the “OIS ON CENTER” function.
Apply save-battery procedure by switching laptop to standby when not in use.

POST FLIGHT

Note down the discrepancy in TLB.

Note: *In order to avoid the unstowed laptop stolen and cables loose, flight crew need to stow the laptop back into docking station post flight and check the cables firmly well connected to the laptop and docking station.*

46-20-03A	Flight Crew Applications

Ident.: MO-46-20-00017040.0001001 / 11 SEP 20
Applicable to: ALL

GENERAL INFORMATION

If available, the third EFB can be plugged into the Docking Station to recover any inoperative applications on either of the installed EFBs. If this is not possible the following applies.

One or more of the following applications may be inoperative on one EFB:
- FlySmart - Performance
- OLB (Ops Library Browser)
- eCharts
- eFF

Apply the following procedures depending on inoperative application(s):

- *FlySmart - Performance*
  The flight crew with the operative FlySmart application completes performance computations and notes the results before erasing the computation.
  The flight crew with the operative FlySmart application displays his EFB on the center lower DU by using the “OIS ON CENTER” function.
  The flight crew with the inoperative FlySmart application completes performance computations using the center lower DU.
  Both flight crew shall compare results and clarify any discrepancy.

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- *OLB*
  Select OLB on the EFB with the operative application.
  During Cockpit Preparation, the flight crew use the “OIS ON CENTER” function for reviewing Dispatch Messages.
  The flight crew with the inoperative OLB can access the OLB by either using the “OIS ON CENTER” or “OIS VIEW OFFSIDE” function when the operative application is selected on the other EFB.
- *eCharts*
  Select eCharts on the EFB with the operative application.
  Use the “OIS ON CENTER” function to display the appropriate eCharts for briefing.
  The flight crew with the inoperative eCharts application can access eCharts by either using the “OIS VIEW OFFSIDE” function when the operative application is selected on the other EFB.
- *eFF*
  Select eFF on the EFB with the operative application.
  Use the “OIS ON CENTER” function to display the appropriate eFF for briefing.
  The flight crew with the inoperative eFF application can access eFF by either using the “OIS VIEW OFFSIDE” function when the operative application is selected on the other EFB.

Note down the discrepancy in TLB.

Note: *If EFB Version Difference occurred, flight crew please refer to 5.2 Abnormal Procedures of A350 EFB Operations Manual, and use EFB Feedback Form on CAL distributed iPad to notify Planning and Development Department (TPEOO), but not need to note down the discrepancy in TLB.*

46-20-04A	OIS Keyboard

Ident.: MO-46-20-00017041.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Interaction with the OIS remains possible with the KCCU on the affected side.

46-20-05B	Printer

Ident.: MO-46-20-00017043.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The loadsheet is sent by ground staff.

46-20-06D	Third EFB Stowage Box

Ident.: MO-46-20-00017044.0001001 / 13 APR 16
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

GENERAL INFORMATION

When the connection of the third EFB to the aircraft Ethernet network is failed, the update of the third EFB through the network is not possible.
In case of network failure to the third EFB it will be updated via USB stick during TPE transits as required.

46-20-07A	EFB

Ident.: MO-46-20-00022649.0001001 / 12 JAN 24
Applicable to: ALL

2 ## DURING COCKPIT PREPARATION

Obtain information of Flight Crew Applications from the operational EFB.
If obtaining information of Flight Crew Applications from the operational EFB is not possible, flight crew unstow the laptop from third EFB stowage box, and secure to side console using the strap, and obtain information of Flight Crew Applications from the laptop.
If obtaining information of Flight Crew Applications from the third EFB is still not possible or there is no third EFB installed, flight crew use CAL distributed iPad EFB for the affected applications:

- **Manuals/documents, terminal charts and enroute charts are not available:**
  Use CAL distributed iPad EFB APPs to view the manuals/documents, terminal charts and enroute charts.
- **Performance data is not available:**
  Request TPEOD to provide the calculated performance data if needed.

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Note: *Whenever CM1/CM2 use CAL distributed iPad EFB, the iPad shall be secured by using the mount, please refer to iPad EFB Operations Manual for related policies, introduction and procedures.*

POST FLIGHT

Note down the discrepancy in TLB.

Note: *In order to avoid the unstowed laptop stolen and cables loose, flight crew need to stow the laptop back into docking station post flight and check the cables firmly well connected to the laptop and docking station.*

46-20-08A	AVNCS/EFB switch (OIS keyboard operative)

Ident.: MO-46-20-00024104.0001001 / 06 JUL 18
Applicable to: ALL

GENERAL INFORMATION

The AVNCS and the EFB keys of the OIS keyboard can be used.

46-20-08B	AVNCS/EFB switch (OIS keyboard inoperative)

Ident.: MO-46-20-00024105.0001001 / 19 MAY 17
Applicable to: ALL

GENERAL INFORMATION

If EFB side is not available from OIS display, *Refer to OpsProc 46-20-02A EFB Docking Station*.
If AVNCS side(COMPANY COM) is not available from OIS display, the display can be shared information between both flight crewmembers via the “VIEW OFFSIDE” or the “OIS ON CENTER” functions. The EFB remains available on the affected OIS via the KCCU. For both sides are inoperative, *Refer to OpsProc 46-20-01A COMPANY COM*.

POST FLIGHT

Note down the discrepancy in TLB.

Note: *In order to avoid the unstowed laptop stolen and cables loose, flight crew need to stow the laptop back into docking station post flight and check the cables firmly well connected to the laptop and docking station.*

46-20-09B EFB Power Outlet

Ident.: MO-46-20-00025521.0001001 / 22 JAN 21
Applicable to: ALL

DURING COCKPIT PREPARATION

- **The affected EFB Docking Station of Power Outlet Inoperative:**

  When OIS appears “Plug in or find another power source” in a pop-up window, the laptop in the affected EFB Docking Station is in low-power. Please immediately swap the laptops (started status) in Third EFB Stowage Box and the affected EFB Docking Station, and install the laptop of low-power into Third EFB Stowage Box to charge it in started status.

  Note down the discrepancy in TLB for the affected EFB Docking Station.

- **The affected Third EFB Stowage Box of Power Outlet Inoperative:**

  When the laptop in Third EFB Stowage Box is power exhausted and can not be started, please note down the discrepancy in TLB for the affected Power Outlet and laptop of power exhausted.

46-21-01A	ATC Datalink (procedures do not require ATC datalink)

Ident.: MO-46-21-00011770.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC datalink communications (ADS-C, CPDLC, DCL, OCL and D-ATIS) are not available.
Associated ATC datalink Required Communication/Surveillance Performance (RCP for CPDLC and RSP for ADS-C) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

46-21-01B	ATC Datalink (procedures require ATC datalink)

Ident.: MO-46-21-00011771.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC datalink communications (ADS-C, CPDLC, DCL, OCL and D-ATIS) are not available.
Associated ATC datalink Required Communication/Surveillance Performance (RCP for CPDLC and RSP for ADS-C) capabilities are lost.
For more information on aircraft capability on ATC datalink communication, *Refer to FCOM/FCOM: ATC Datalink System*.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.
Ensure that both HF are operative prior to departure.
ATC may permit the use of voice communication on alternate route that does not require FANS A aircraft capability.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

46-21-02A	ADS-C Datalink (procedures do not require ADS-C datalink)

Ident.: MO-46-21-00024683.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATION

ADS-C is not available.
ATC datalink Required Surveillance Performance (RSP for ADS-C) capabilities are lost.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

46-21-02B	ADS-C Datalink (procedures require ADS-C datalink)

Ident.: MO-46-21-00024684.0001001 / 06 JUL 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATION

ADS-C is not available.
ATC datalink Required Surveillance Performance (RSP for ADS-C) capabilities are lost.
ATC may permit the use of alternate procedure for position reporting.
For more information of the intended route on PBCS areas, refer to RIM Chapter 2 and JEPPESEN Enroute and ATC Pages.

DURING COCKPIT PREPARATION

Check that the datalink capability mentioned on the ATC Flight Plan is in line with the aircraft actual capability.

46-21-03B 46-21-03C	ATC MSG pb

Ident.: MO-46-21-00014261.0001001 / 09 JAN 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

ATC datalink can be used.

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- **When an ATC datalink message is received:**

  Any action on the mailbox for this message (except on the NEXT(PREVIOUS) MESSAGE buttons and the RECALL button) enable flight crew to stop the associated alerts (aural alert and ATC MSG pb light flashing, if any).

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46-25-01A	OIS Display

Ident.: MO-46-25-00011652.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

- **When one OIS display is affected:**

  The associated OIS display is not available on the OUTER DU and on the CENTER LOWER DU.

  The onside laptop or any other acceptable mitigation means may be used to recover the EFB applications on the affected side.

  The COMPANY COM application is not available on the affected side.

- **When both OIS displays are affected:**

  The CAPT and the F/O OIS displays are not available on the OUTER DU and on the CENTER LOWER DU.

  Both laptops or any other acceptable mitigation means may be used to recover the EFB applications.

  The COMPANY COM application is not available.

46-25-02A	OIS Display on the OUTER DU

Ident.: MO-46-25-00011653.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The affected OIS display remains available on the CENTER LOWER DU via the associated OIS ON CENTER pb-sw.

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46-30-01A	Maintenance Applications

Ident.: MO-46-30-00017045.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

One or several maintenance applications may be lost:
- CMS (Central Maintenance System)
- ACMS (Aircraft Condition Monitoring System)
- DLCS (Data Loading Configuration System)
- MCA (Maintenance Central Access)
- ADS (Aircraft Documentation System) (i.e. AirN@v)
- EHM (Engine Health Monitoring)

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49-01-02A APU MASTER SW pb-sw ON light

Ident.: MO-49-01-00017046.0001001 / 13 APR 16
Applicable to: ALL

FOR APU START

Monitor the APU state via the APU SD page.

When the APU MASTER SW pb-sw is set to ON, the FLAP MOVING or FLAP OPEN message appears on the APU SD page.

FOR APU SHUTDOWN

Monitor the APU state via the APU SD page.

When the APU shuts down, the EGT and the N values decrease.

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49-10-01A	APU Power Plant

Ident.: MO-49-10-00017047.0001001 / 13 APR 16
Applicable to: ALL

DURING PRELIMINARY COCKPIT PREPARATION

APU MASTER SW pb-sw....................OFF

No APU bleed air will be available for MES or air conditioning.
No electrical power will be available from the APU generator.

BEFORE PUSHBACK OR ENGINE START

Before setting the external power to off, start one engine.

For engine start without APU, *Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Engine/Engine Start with an Air Start Unit*.

AFTER LANDING, AT THE GATE

Before the second engine shutdown, connect the external power.

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49-16-01A	APU Air-Intake Flap deactivated with APU flap angle at 20 degrees

Ident.: MO-49-16-00017048.0001001 / 05 JAN 22
Applicable to: ALL

GENERAL INFORMATION

The FLAP OPEN indication is permanently displayed on the APU SD page, except, on the ground, if the APU is OFF.

FLIGHT PREPARATION/LIMITATIONS

Increase the fuel consumption by 1 %.

Reduce the OEI en-route performance limiting weight by 1 740 kg (3 840 lb) or 0.69 % whichever is lower.

Note: This weight decrement penalty corresponds to a 380 ft (116 m) net ceiling penalty.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 1 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

DEICING/ANTI-ICING ON GROUND

APU BLEED.. CHECK OFF

CAUTION	If possible, avoid APU operation during aircraft deicing/anti-icing. APU operation during aircraft deicing/anti-icing may result in deicing/anti-icing fluid ingestion and cause damage to the APU.

APU.. AS RQRD

For more information on AIRFRAME DEICING/ANTI-ICING PROCEDURE ON GROUND, *Refer to FCOM/Procedures/Normal Procedures/Supplementary Procedures/Adverse Weather/Airframe Deicing/Anti-icing Procedure on Ground.*

AFTER DEICING/ANTI-ICING OPERATION ON GROUND

APU.. START
APU BLEED.. KEEP OFF

APU running with the APU bleed OFF ensures that any ingested fluid is vaporized and eliminated or melted and poured through the drains.

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FIVE MINUTES AFTER APU START

- **If the APU is required:**
  APU BLEED..AS RQRD
- **If the APU is not required:**
  APU..OFF

IN FLIGHT

- **Above FL 350, if the flight crew needs to start the APU:**

  The APU start may not be successful, because the APU air-intake flap is deactivated in the 20 ° open position.

  - **If the first APU start was not successful:**
    Descend at or below FL 350, then restart the APU.

AIRCRAFT SECURING

APU..OFF
WAIT 2 min and 30 s TO SWITCH OFF BATTERIES

Wait 2 min and 30 s after the APU switch off to ensure a correct APU shutdown, before all batteries are set to off.

49-16-01D	APU Air-Intake Flap inoperative with APU flap angle at or above 17 degrees

Ident.: MO-49-16-00025658.0001001 / 11 MAR 22
Applicable to: ALL

GENERAL INFORMATION

The FLAP OPEN indication is permanently displayed on the APU SD page, except on the ground, if the APU is OFF.

FLIGHT PREPARATION/LIMITATIONS

- **If the MEL item for APU flap failed open is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.

  Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item 'APU AIR INTAKE FLAP".*

- **If the MEL item for APU flap failed open is not available in the EFB PERF applications:**

  Takeoff Performance

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Apply a 0.6 % decrement to the performance limited MTOW determined with the EFB.

Note: *The way to calculate takeoff performance in the EFB with this penalty is detailed below in the During Cockpit Preparation section.*

Approach Climb Performance

Reduce the approach climb performance limiting weight by 0.4 %. If the approach climb performance-limiting weight is not available, this decrement can be conservatively applied to the performance-limited MLW.

In Flight Performance

Increase the fuel consumption by 1.6 %. Reduce the OEI en-route performance limiting weight by 2 810 kg (6 195 lb) or 1.12 % whichever is lower
Note: this weight decrement penalty corresponds to a 590 ft (180 m) net ceiling penalty.

DURING COCKPIT PREPARATION

- **If the MEL item for APU flap failed open is not available in the EFB PERF applications:**

OIS Preparation

Determine the takeoff performance with the following assumption:
- Increase the EFB takeoff weight by 0.6 %.

Note: *1. Calculate the takeoff performance in the EFB T.O PERF application by entering in the field TOW, the actual TOW + 0.6 %.*
2. Disregard the message "MEL ITEM WITH NO PERFORMANCE IMPACT" (if displayed) associated with the selection of the MEL item 49-16-01D.

MFD FMS Preparation

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 1.6 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

DEICING/ANTI-ICING ON GROUND

APU BLEED.. CHECK OFF

CAUTION	If possible, avoid APU operation during aircraft deicing/anti-icing. APU operation during aircraft deicing/anti-icing may result in deicing/anti-icing fluid ingestion and cause damage to the APU.

APU.. AS RQRD

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For more information on AIRFRAME DEICING/ANTI-ICING PROCEDURE ON GROUND, *Refer to FCOM/Procedures/Normal Procedures/Supplementary Procedures/Adverse Weather/Airframe Deicing/Anti-icing Procedure on Ground.*

AFTER DEICING/ANTI-ICING OPERATION ON GROUND

APU .... START
APU BLEED .... KEEP OFF

APU running with the APU bleed OFF ensures that any ingested fluid is vaporized and eliminated or melted and poured through the drains.

FIVE MINUTES AFTER APU START

- **If the APU is required:**
  APU BLEED .... AS RQRD

- **If the APU is not required:**
  APU .... OFF

BEFORE TAKEOFF

APU BLEED pb-sw .... OFF
APU MASTER SWITCH pb-sw .... OFF

49-16-01E	APU Air-Intake Flap inoperative with APU flap angle below 17 degrees

Ident.: MO-49-16-00025660.0001001 / 11 MAR 22
Applicable to: ALL

GENERAL INFORMATION

If the APU flap angle is at or above 15.3 °, the FLAP OPEN indication is permanently displayed on the APU SD page, except on the ground, if the APU is OFF.
If the APU flap angle is below 15.3 ° and the APU MASTER SW pb-sw is set to ON, then OFF, the APU FLAP CLOSED message is displayed on the DISPATCH page.

FLIGHT PREPARATION/LIMITATIONS

- **If the MEL item for APU flap failed open is available in the EFB PERF applications:**
  Determine the associated Flight Manual performance penalties with the EFB.

  Note: *In the Airbus EFB PERF applications, this corresponds to the MEL item 'APU AIR INTAKE FLAP".*

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■ **If the MEL item for APU flap failed open is not available in the EFB PERF applications:**

Takeoff Performance

Apply a 0.6 % decrement to the performance limited MTOW determined with the EFB.

Note: *The way to calculate takeoff performance in the EFB with this penalty is detailed below in the During Cockpit Preparation section.*

Approach Climb Performance

Reduce the approach climb performance limiting weight by 0.4 %. If the approach climb performance-limiting weight is not available, this decrement can be conservatively applied to the performance-limited MLW.

In Flight Performance

Increase the fuel consumption by 1.6 %. Reduce the OEI en-route performance limiting weight by 2 810 kg (6 195 lb) or 1.12 % whichever is lower
Note: this weight decrement penalty corresponds to a 590 ft (180 m) net ceiling penalty.

DURING COCKPIT PREPARATION

● **If the MEL item for APU flap failed open is not available in the EFB PERF applications:**

OIS Preparation

Determine the takeoff performance with the following assumption:
- Increase the EFB takeoff weight by 0.6 %.

Note:
1. *Calculate the takeoff performance in the EFB T.O PERF application by entering in the field TOW, the actual TOW + 0.6 %.*
2. *Disregard the message "MEL ITEM WITH NO PERFORMANCE IMPACT" (if displayed) associated with the selection of the MEL item 49-16-01E.*

MFD FMS Preparation

FMS FUEL PENALTY.. INSERT

To update the FMS fuel prediction, add the 1.6 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

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49-40-01A	APU Starter Power Unit

Ident.: MO-49-40-00017049.0001001 / 13 APR 16
Applicable to: ALL

PRELIMINARY COCKPIT PREPARATION

If no engines are running, a ground electrical power unit is required to start the APU.

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49-62-01A	APU SHUT OFF sw (Nose L/G Panel)

Ident.: MO-49-62-00017050.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

For an emergency APU stop on ground, use one of the following:
- The APU EMERGENCY SHUTDOWN sw on the external refuel panel
- The APU FIRE pb-sw on the FIRE Overhead panel.

49-62-02A	APU EMERGENCY SHUTDOWN sw (External REFUEL Panel)

Ident.: MO-49-62-00017051.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

For an emergency APU stop on ground, use one of the following:
- The APU SHUT OFF sw on the external nose landing gear panel
- The APU FIRE pb-sw on the FIRE Overhead panel.

Intentionally left blank

52-07-01A	Cabin Door Position Detection on the DOOR/OXYGEN SD page

Ident.: MO-52-07-00014602.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

The cabin pressurization is automatically inhibited.
If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

BEFORE PUSHBACK

Visually check that the associated cabin door is closed, latched and locked: Check that both mechanical flags on the door indicate the green information LOCKED.

BEFORE TAKEOFF

After the T.O CONFIG test, the green memo T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD.

Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the associated DOOR 1(2)(3)(4)L(R) POS DET FAULT alert on the WD. If another alert is displayed, refer to associated MEL item if any (with associated dispatch message).

52-07-02A	Cargo Door Position Detection on the DOOR/OXYGEN SD page

Ident.: MO-52-07-00014604.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

The cabin pressurization is automatically inhibited.
If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

BEFORE TAKEOFF

After the T.O CONFIG test, the green memo T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD.

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Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the associated DOOR FWD(AFT)(BULK) CARGO POS DET FAULT alert on the WD. If another alert is displayed, refer to associated MEL item if any (with associated dispatch message).

52-07-03A	Escape Hatch Position Detection

Ident.: MO-52-07-00014620.0001001 / 13 APR 16
Applicable to: ALL

BEFORE TAKEOFF

After the T.O CONFIG test, the green memo T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD.

Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the DOOR ESCAPE HATCH POS DET FAULT alert on the WD. If another alert is displayed, refer to associated MEL item if any (with associated dispatch message).

52-07-04A	External Avionics Door Position Detection

Ident.: MO-52-07-00014627.0001001 / 13 APR 16
Applicable to: ALL

BEFORE TAKEOFF

After the T.O CONFIG test, the green memo T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD.

Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the DOOR AVNCS POS DET FAULT alert on the WD. If another alert is displayed, refer to associated MEL item if any (with associated dispatch message).

52-10-01A	Cabin Door

Ident.: MO-52-10-00011912.0001001 / 12 JAN 24
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

2 ## DURING COCKPIT PREPARATION

- PIC should brief crew members prior to takeoff and landing regarding exits which are unusable for emergency evacuation.
- The cabin attendants should brief passengers prior to takeoff and landing regarding exits which are unusable for emergency evacuation.
- For passenger evacuation, follow QRH emergency evacuation procedure.
- During evacuation, cabin attendant assigned to the affected door must direct passengers to the other doors.
- Absence of passenger in the associated blocked area is checked every 15 minutes.
- The blocked seats layout, refer to the following table.

Blocked Seats Table

DOOR INOP.	1L or 1R	2L or 2R	3L or 3R	4L or 4R
Blocked Seats Row	NIL	From 30D/30E/30G To 42ABC/42DEG/42HJK	From 46ABC/46DEG/46HJK To 66ABC/66DEG/66HJK	From 69ABC/69DEG/69HJK To END
Total Blocked Seats	**0**	**58**	**120**	**60**

BEFORE TAKEOFF

After the T.O CONFIG test, the green T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD. Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the associated DOOR 1(2)(3)(4) L(R) SLIDE FAULT alert on the WD. If another alert is displayed, refer to the associated MEL item if any (with associated dispatch message).

52-10-01A	Cabin Door

3 Ident.: MO-52-10-00011912.9000140 / 12 JAN 24
Applicable to: B-18919

DURING COCKPIT PREPARATION

- PIC should brief crew members prior to takeoff and landing regarding exits which are unusable for emergency evacuation.
- The cabin attendants should brief passengers prior to takeoff and landing regarding exits which are unusable for emergency evacuation.

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- For passenger evacuation, follow QRH emergency evacuation procedure.
- During evacuation, cabin attendant assigned to the affected door must direct passengers to the other doors.
- Absence of passenger in the associated blocked area is checked every 15 minutes.
- The blocked seats layout, refer to the following table.

Blocked Seats Table

DOOR INOP.	1L or 1R	2L or 2R	3L or 3R	4L or 4R
Blocked Seats Row	From 62ABC/62DEG/62HJK To 64ABC/64DEG/64HJK	From 20A/20D/20G/20K To 46ABC/46DEG/46HJK and From 62ABC/62DEG/62HJK To 64ABC/64DEG/64HJK	From 45ABC/45DEG/45HJK To 67ABC/67DEG/67HJK	From 64ABC/64DEG/64HJK To END
Total Blocked Seats	**27**	**119**	**119**	**111**

BEFORE TAKEOFF

After the T.O CONFIG test, the green T.O CONFIG NORMAL does not appear in the takeoff memo section on the WD. Consider the takeoff configuration as normal if the T.O CONFIG test only recalls the associated DOOR 1(2)(3)(4) L(R) SLIDE FAULT alert on the WD. If another alert is displayed, refer to the associated MEL item if any (with associated dispatch message).

52-10-06A	Cabin Door Stop Fitting

Ident.: MO-52-10-00025184.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

52-30-04A	AFT(FWD) Cargo Door Latching Mechanism

Ident.: MO-52-30-00025185.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

52-30-05A	BULK Cargo Door Balance Mechanism

Ident.: MO-52-30-00014622.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION

Prior to flight, ground personnel must be informed that the BULK cargo door is not correctly counter balanced.

52-30-06A	BULK Cargo Door Stop Fitting

Ident.: MO-52-30-00025182.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

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52-51-01A	Cockpit Door Locking System (CDLS)

Ident.: MO-52-51-00018829.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

Refer to FOM Chapter 10.5 "Regulation For Cockpit Entry" & Aviation Security Manual Chapter 3 "Cockpit Entry and Exit Regulation for Passenger Aircraft".

BEFORE THE FLIGHT

Since the cockpit door locking system is deactivated, the keypad becomes inoperative.

The flight crew must brief the cabin crew that the keypad is inoperative.
For a request access to the cockpit, use the cabin interphone.

IN FLIGHT

At least two crewmembers must be present in the cockpit at all times during the flight.

- **If the deadbolt is used:**

  The flight crew has to manually open the cockpit door. Therefore, the access to the cockpit should be limited to the minimum necessary.

Note: *In the case of rapid decompression in the cockpit, the use of the deadbolt prevents the automatic opening of the cockpit door.*

52-51-02A	Cockpit Door Keypad

Ident.: MO-52-51-00014610.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The flight crew must brief the cabin crew that the keypad is inoperative.
For a request access to the cockpit, use the cabin interphone.

IN FLIGHT

At least two crewmembers must always be present in the cockpit at all times during the flight.

52-51-03A	Cockpit Door Keypad LED

Ident.: MO-52-51-00014615.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

- **When the green or red LEDs is inoperative:**

  Ask the cabin crew to push the door manually to confirm that the cockpit door is locked or unlocked.

Note: *The Locked/Unlocked status of the door can be checked by manual inspection of the door or confirmation by cockpit of the door status through the interphone system.*

52-51-04A 52-51-04B	Cockpit Door Release Strike

Ident.: MO-52-51-00014619.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

- **If the center release strike is deactivated as per the (m) procedure:**

  The OPEN light:
  - Will not come on when the door is open,
  - Will come on when the door is unlocked,
  - Will flash when an emergency access is requested.

52-51-07A	Cockpit Door Decompression Deceleration Device

Ident.: MO-52-51-00014634.0001001 / 12 JUL 16
Applicable to: ALL

IN FLIGHT

The fourth cockpit seat may only be occupied by crew members required for operation.

52-53-02A	CKPT DOOR OPEN light

Ident.: MO-52-53-00014593.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND AND IN FLIGHT

After each entry/exit in the cockpit, check that the cockpit door is closed and locked.

52-53-03A	LOCK Function of the CKPT DOOR sw

Ident.: MO-52-53-00014598.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The flight crew must brief the cabin crew that the keypad is inoperative.
For a request access to the cockpit, use the cabin interphone.

IN FLIGHT

At least two crewmembers must always be present in the cockpit at all times during the flight.

52-53-04A	UNLOCK Function of the CKPT DOOR sw

Ident.: MO-52-53-00014606.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The flight crew has to manually open the cockpit door. Therefore, the access to the cockpit should be limited to the minimum necessary.

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52-71-02A	Cabin Door Lock Monitoring

Ident.: MO-52-71-00014595.0001001 / 13 APR 16
Applicable to: ALL

BEFORE PUSHBACK

Visually check that the associated cabin door is closed, latched and locked: Check that both mechanical flags on the door indicate the green information LOCKED.

52-71-04A	Door Residual Differential Pressure Detection

Ident.: MO-52-71-00014636.0001001 / 13 APR 16
Applicable to: ALL

ON GROUND

In order to prevent an inadvertent pressurization of the aircraft when the aircraft is ventilated with an external air source, ground procedures must strictly be applied.

AFTER LANDING

Coordination between the flight crew and the cabin crew must be made to ensure safe opening of any cabin door.
Coordination between the flight crew and the ground personnel must be made to ensure safe opening of any cabin door or any cargo door from the outside.

- **Before entering the parking gate:**

  On the CAB PRESS SD page, check that there is no differential pressure.

  - **If the cabin differential pressure is above 0.07 PSI:**

    The CAB PRESS EXCESS RESIDUAL DIFF PRESS alert will be displayed on the WD.

    PACK 1 pb-sw ....OFF
    PACK 2 pb-sw ....OFF

52-71-05A	CABIN PRESSURE light on Cabin Door

Ident.: MO-52-71-00014639.0001001 / 13 APR 16
Applicable to: ALL

AFTER LANDING

Coordination between the flight crew and the cabin crew must be made to ensure safe opening of any cabin door.
Coordination between the flight crew and the ground personnel must be made to ensure safe opening of any cabin door from the outside.
On the CAB PRESS SD page, check that there is no differential pressure.

- **If the cabin differential pressure is above 0.07 PSI:**

  The CAB PRESS EXCESS RESIDUAL DIFF PRESS alert will be displayed on the WD.

  PACK 1 pb-sw .... OFF
  PACK 2 pb-sw .... OFF

52-71-06A	CABIN PRESSURE light on Cargo Door

Ident.: MO-52-71-00014640.0001001 / 13 APR 16
Applicable to: ALL

AFTER LANDING

Coordination between the flight crew and the ground personnel must be made to ensure safe opening of any cargo door from the outside.

- **Before entering the parking gate:**

  On the CAB PRESS SD page, check that there is no differential pressure.

  - **If the cabin differential pressure is above 0.07 PSI:**

    The CAB PRESS EXCESS RESIDUAL DIFF PRESS alert will be displayed on the WD.

    PACK 1 pb-sw .... OFF
    PACK 2 pb-sw .... OFF

56-10-01A	Front Windshield External Layer (Outer Ply)

Ident.: MO-56-10-00013721.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

- **When the right front windshield is affected:**

  On the DOOR/OXYGEN SD page, the rain repellent level indication is displayed amber XX.

FLIGHT PREPARATION/LIMITATIONS

- **When the CM1 side is affected:**
  Maximum landing capability is APPR1.
- **When the CM2 side is affected:**
  Maximum landing capability is not affected and remains LAND3 DUAL.

Intentionally left blank

56-20-01A	Cabin Windows

Ident.: MO-56-20-00025186.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

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56-30-01A	Door Windows

Ident.: MO-56-30-00025187.0001001 / 27 DEC 19
Applicable to: ALL

GENERAL INFORMATION

If necessary, associated operational procedures of ferry flight refer to FOM Chapter 9, and Flight crew procedure for flight without cabin pressurization is provided in the FCOM: *Refer to FCOM/Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Flight Without Cabin Pressurization*.

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73-09-05A ENG START SELECTOR Message

Ident.: MO-73-09-00025950.0001001 / 14 APR 22
Applicable to: ALL

DURING COCKPIT PREPARATION

- ENG START selector.. CRANK
- Check that the engine start indications appear on the ENG SD page.
- ENG START selector.. NORM

DURING TAXI

- **If the DISPATCH PAGE UPDATE alert appears on the WD associated with the ENG START SELECTOR message on the DISPATCH page:**
  - ENG START selector.. CRANK
  - Check that the engine start indications appear on the ENG SD page.
  - ENG START selector.. NORM

Intentionally left blank

73-21-02A	Engine Fuel Filter Monitoring System

Ident.: MO-73-21-00018818.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page:

- After maintenance action, check that the ENG 1(2) FUEL FILTER PARTLY CLOGGED message or the ENG 1(2) FUEL FILTER CLOGGED message or the ENG 1(2) FUEL FILTER IN BYPASS message is still displayed.
- Check that the ENG 2(1) FUEL FILTER PARTLY CLOGGED message and ENG 2(1) SHORT TERM MINOR FAULT message are not displayed for the opposite engine.

Intentionally left blank

74-31-01A	Ignition System

Ident.: MO-74-31-00014721.0001001 / 13 APR 16
Applicable to: ALL

BEFORE ENGINE START

On ground, during an automatic start, the ENG 1(2) START FAULT [NO LIGHT UP] alert will be displayed on the WD when the FADEC selects the inoperative igniter. The second automatic start attempt will select both igniters.
To avoid the display of the ENG 1(2) START FAULT [NO LIGHT UP] alert, a manual engine start could be performed.

74-31-02A	Emergency Ignition System

Ident.: MO-74-31-00014722.0001001 / 13 APR 16
Applicable to: ALL

BEFORE ENGINE START

On ground, during an automatic start, the ENG 1(2) START FAULT [NO LIGHT UP] alert will be displayed on the WD when the FADEC selects the inoperative igniter. The second automatic start attempt will select both igniters.
To avoid the display of the ENG 1(2) START FAULT [NO LIGHT UP] alert, a manual engine start could be performed.

Intentionally left blank

75-24-01A 75-24-01B — Engine HP Turbine Case Cooling Valve (HPTCC Valve)

Ident.: MO-75-24-00014717.0001001 / 08 OCT 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Consider a fuel consumption increase of 0.8 % for each inoperative engine HP turbine valve.

The EGT may increase by 28.5 °C for the affected engine.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel predictions, add the 0.8 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

75-24-02A 75-24-02B — Engine IP Turbine Case Cooling Valve (IPTCC Valve)

Ident.: MO-75-24-00014718.0001001 / 08 OCT 20
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Consider a fuel consumption increase of 0.5 % for each inoperative engine IP turbine valve.

The EGT may increase by 14 °C for the affected engine.

DURING COCKPIT PREPARATION

FMS FUEL PENALTY.. INSERT

To update the FMS fuel predictions, add the 0.5 % FUEL PENALTY on the ACFT STATUS panel of the FMS DATA STATUS page.

Intentionally left blank

75-33-01A	Engine Burst Duct Detection

Ident.: MO-75-33-00025193.0001001 / 10 JUL 19
Applicable to: ALL

IN FLIGHT

- **If the ENG 1(2) FADEC TEMP HI alert is displayed on the WD:**
  ENG 1(2) ANTI ICE pb.. Off

Intentionally left blank

77-07-02-01A	Engine Fuel Flow Indication on the ENG SD page

Ident.: MO-77-07-02-00014720.0001001 / 13 APR 16
Applicable to: ALL

GENERAL INFORMATION

The accuracy of the FF and of the FU is degraded on the associated engine:
- On the ENG SD page, the last three digits of the associated engine FF indication are amber dashes.
- On the CRUISE SD page, the last three digits of the associated engine FF, engine FU indications are amber dashes.
- On the FUEL SD page, the last two digits of the ALL ENG FF and FU ALL ENG indications are amber dashes. The last three digits of the associated engine FU indication is amber dashes.

The flight crew can still rely on these indications.
The flight crew must still use the FU ALL ENG indication to perform the flight progress fuel check as per FCOM Cruise standard operating procedures (for more information, *Refer to FCOM/FCOM/Procedures/Normal Procedures/Standard Operating Procedures/Cruise*).

The FUEL LEAK DET FAULT alert is displayed on the WD. This alert indicates for crew awareness that the FUEL LEAK SUSPECTED alert cannot be triggered.

77-07-02-02A	Engine Vibrations Monitoring on the ENG SD page

Ident.: MO-77-07-02-00025094.0001001 / 16 APR 19
Applicable to: ALL

GENERAL INFORMATION

The monitoring of the N1, N2 or N3 vibrations is lost. Consequently, the ENG 1(2) N1(N2)(N3) HIGH VIBRATIONS alert and the associated ECAM procedure is also lost.

Note: *Those engines vibrations may be due to compressor blade tip contact with the associated abradable seals, or due to ice ingestion by the engine.*
High N1 vibrations are generally associated with airframe vibrations.
High N2 or N3 vibrations can occur without airframe vibrations.

Intentionally left blank

78-09-02A	ENG 1(2) REVERSER ENERGIZED Message

Ident.: MO-78-09-00024716.0001001 / 05 OCT 18
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated performance adjustments with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one engine reverser is inoperative, this corresponds to the MEL item "THRUST REVERSERS STATUS ONE REVERSER INOPERATIVE".*
- *If both engine reversers are inoperative, this corresponds to the MEL item "THRUST REVERSERS STATUS ALL REVERSERS INOPERATIVE".*

PILOT BRIEFING BEFORE TAKEOFF

During the takeoff briefing, the flight crew must review:
- The status of the thrust reversers
- The thrust reversers use.

REJECTED TAKEOFF

Ensure that both engine thrust levers are set to the IDLE detent.

■ **If one engine reverser is inoperative:**

Use both reversers control levers when applying reverse thrust.

■ **If both engine reversers are inoperative:**

Do not select the reverse control levers.

PILOT BRIEFING BEFORE APPROACH

During the approach briefing, the flight crew must review:
- The status of the thrust reversers
- The thrust reversers use.

The BTV function is not available and is displayed in the INOP SYS.

AT LANDING, BEFORE TOUCHDOWN

Ensure that both engine thrust levers are set to the IDLE detent for the flare.

AT LANDING, AFTER TOUCHDOWN

■ **If one engine reverser is inoperative:**

Use both reversers control levers when applying reverse thrust.

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- **If both engine reversers are inoperative:**

  Do not select the reverse control levers.

78-30-01A 78-30-02A	**Engine Reverser (one or both inoperative)**

Ident.: MO-78-30-00015887.0001001 / 13 APR 16
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated performance adjustments with the EFB.

Note: In the Airbus EFB PERF applications:
- *If one engine reverser is inoperative, this corresponds to the MEL item "THRUST REVERSERS STATUS ONE REVERSER INOPERATIVE".*
- *If both engine reversers are inoperative, this corresponds to the MEL item "THRUST REVERSERS STATUS ALL REVERSERS INOPERATIVE".*

PILOT BRIEFING BEFORE TAKEOFF

During the takeoff briefing, the flight crew must review:
- The status of the thrust reversers
- The thrust reversers use.

REJECTED TAKEOFF

Ensure that both engine thrust levers are set to the IDLE detent.

■ **If one engine reverser is inoperative:**
Use both reversers control levers when applying reverse thrust.

■ **If both engine reversers are inoperative:**
Do not select the reverse control levers.

PILOT BRIEFING BEFORE APPROACH

During the approach briefing, the flight crew must review:
- The status of the thrust reversers
- The thrust reversers use.

The BTV function is not available and is displayed in the INOP SYS.

AT LANDING, BEFORE TOUCHDOWN

Ensure that both engine thrust levers are set to the IDLE detent for the flare.

AT LANDING, AFTER TOUCHDOWN

■ **If one engine reverser is inoperative:**
Use both reversers control levers when applying reverse thrust.

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■ **If both engine reversers are inoperative:**

Do not select the reverse control levers.

78-30-05B	Engine 1(2) Reverser Lock (associated engine reverser inoperative)

Ident.: MO-78-30-00015889.0001001 / 11 JAN 19
Applicable to: ALL

FLIGHT PREPARATION/LIMITATIONS

Determine the associated performance adjustments with the EFB.

Note: *In the Airbus EFB PERF applications:*
- *If one engine reverser is inoperative, this corresponds to the MEL item "THRUST REVERSERS STATUS ONE REVERSER INOPERATIVE".*
- *If both engine reversers are inoperative, this corresponds to the MEL item "THRUST REVERSERS STATUS ALL REVERSERS INOPERATIVE".*

PILOT BRIEFING BEFORE TAKEOFF

During the takeoff briefing, the flight crew must review:
- The status of the thrust reversers
- The thrust reversers use.

REJECTED TAKEOFF

Ensure that both engine thrust levers are set to the IDLE detent.

■ **If one engine reverser is inoperative:**

Use both reversers control levers when applying reverse thrust.

■ **If both engine reversers are inoperative:**

Do not select the reverse control levers.

PILOT BRIEFING BEFORE APPROACH

During the approach briefing, the flight crew must review:
- The status of the thrust reversers
- The thrust reversers use.

The BTV function is not available and is displayed in the INOP SYS.

AT LANDING, BEFORE TOUCHDOWN

Ensure that both engine thrust levers are set to the IDLE detent for the flare.

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AT LANDING, AFTER TOUCHDOWN

- **If one engine reverser is inoperative:**
  Use both reversers control levers when applying reverse thrust.
- **If both engine reversers are inoperative:**
  Do not select the reverse control levers.

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79-09-01A	ENG 1(2) OIL CHIP DETECTED Message

Ident.: MO-79-09-00018822.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page, check that the ENG 1(2) OIL SYS MONITORING message is not displayed.

Intentionally left blank

79-34-01A	Engine Oil Debris Monitoring System

Ident.: MO-79-34-00018823.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page:

- Check that the ENG 1(2) OIL SYS MONITORING message is not displayed,
- After maintenance action, the ENG 1(2) OIL CHIP DETECTED message is still displayed.

Intentionally left blank

79-35-01A	Engine OIL System Contamination

Ident.: MO-79-35-00018824.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page:
- Check that the ENG 1(2) OIL CHIP DETECTED and the ENG 1(2) OIL SYS MONITORING messages are not displayed,
- After maintenance action, the ENG 1(2) OIL FILTER PARTLY CLOGGED message will disappear.

79-35-02A	Engine Oil Filter Monitoring system

Ident.: MO-79-35-00018825.0001001 / 13 APR 16
Applicable to: ALL

DURING COCKPIT PREPARATION

On the DISPATCH page:
- Check that the ENG 1(2) OIL SYS MONITORING message is not displayed,
- After maintenance action, the ENG 1(2) OIL FILTER PARTLY CLOGGED message or the ENG 1(2) OIL FILTER CLOGGED message is still displayed.

Intentionally left blank

80-11-01A	Engine Start Valve (inoperative in closed position)

Ident.: MO-80-11-00014723.0001001 / 22 JAN 21
Applicable to: ALL

FOR ENGINE START

Apply the START VALVE MANUAL OPERATION procedure in the FCOM (*Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Engine/Engine Start Valve Manual Operation*).
After engine start, disregard the Dispatch Message and the associated alert ENG 1(2) START VLV NOT OPEN if it is still displayed on the WD.

IN FLIGHT

- **If the associated engine shuts down:**

  Attempt to restart the engine using windmilling relight only.

Note: The engine start valve remains closed in the case of windmilling start sequence.

80-11-01B	Engine Start Valve (inoperative in open position)

Ident.: MO-80-11-00025451.0001001 / 22 JAN 21
Applicable to: ALL

FOR ENGINE START

Apply the START VALVE MANUAL OPERATION procedure in the FCOM (*Refer to FCOM/FCOM/Procedures/Normal Procedures/Supplementary Procedures/Engine/Engine Start Valve Manual Operation*).
After engine start, disregard the Dispatch Message and the associated alert ENG 1(2) START VLV NOT CLOSED if it is still displayed on the WD.

IN FLIGHT

- **If the associated engine shuts down:**

  Attempt to restart the engine using windmilling relight only.

Note: The engine start valve remains closed in the case of windmilling start sequence.

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MEL MAINTENANCE PROCEDURES

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MM-25 Equipment/Furnishings

MM-25-90 Non-Essential Equipment & Furnishings (NEF)

25-90-50A Non-Essential Equipment & Furnishings (NEF) (for NEF Decision Tree)........ A
25-90-50B Non-Essential Equipment & Furnishings (NEF) (for NEF Deferral List)........ B
25-90-52A(B)(C) Exterior Placard/Marking........ C

MM-38 Water/Waste

MM-38-10 Potable Water

38-10-01A Potable Water System (individual components inoperative)........ A
38-10-01B Potable Water System (system not used)........ B

MM-38-30 Lavatory Waste

38-30-01A Lavatory Waste System (individual components inoperative)........ A
38-30-01B Lavatory Waste System (associated lavatory systems inoperative)........ B
38-30-02A Vacuum Generator Systems (Toilet)........ C

Intentionally left blank

25-90-50A NON-ESSENTIAL EQUIPMENT & FURNISHINGS (NEF) (FOR NEF DECISION TREE)

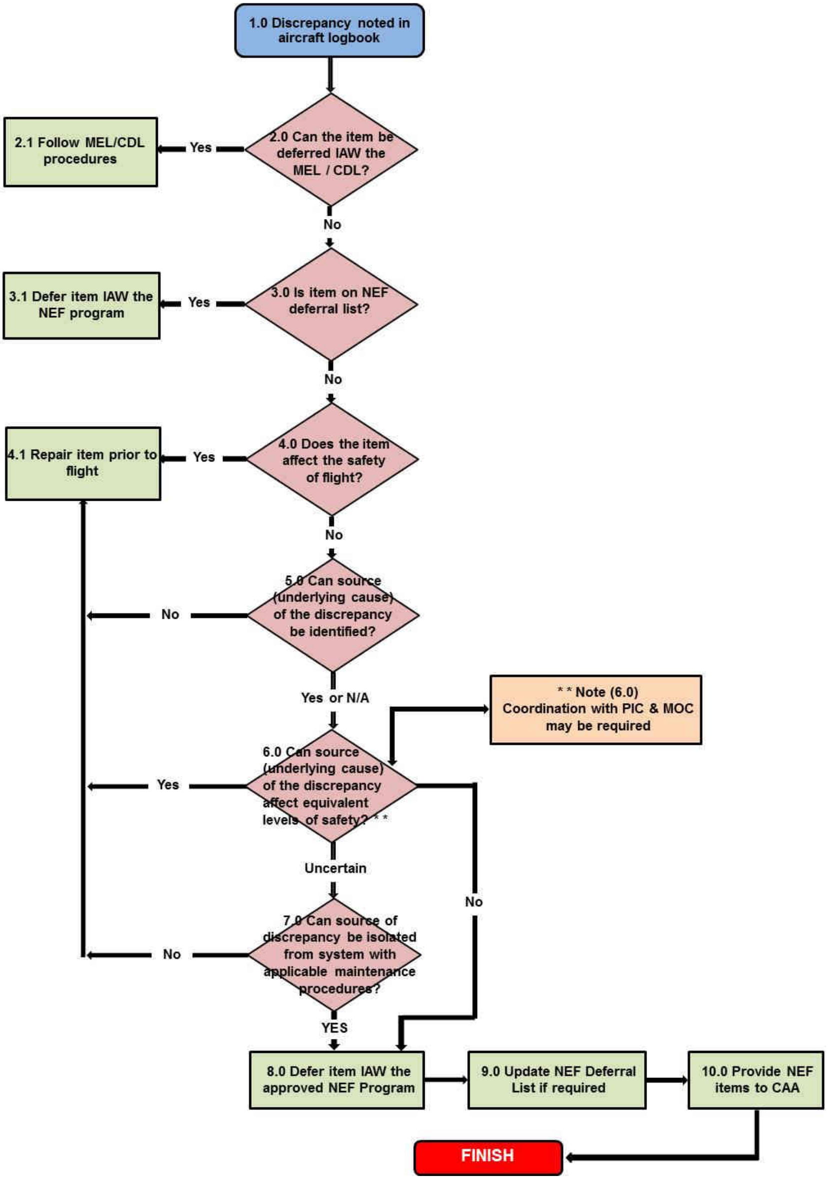
Ident.: MM-25-90-90000013.9000017 / 05 OCT 18
Applicable to: ALL

1. Refer to related MP task as appropriate.
2. Follow the NEF Decision Tree to evaluate defective item.
3. If an item is listed in NEF Deferral List, refer to MEL item 25-90-50B.
4. New NEF items are deferred per NEF deferred program.

NON-ESSENTIAL EQUIPMENT AND FURNISHINGS (NEF) DEFERRED PROGRAM

1. Definition
   NEF are those items that, if damaged, inoperative, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions (i.e. non-airworthiness/safety related items). These non-essential items may be installed in area including, but not limited to, the flight deck area, passenger compartment, service areas, lavatories and galley areas and cargo areas. NEF items are not items already identified in the MEL or CDL of the aircraft.
2. NEF Deferred Procedure
   - For NEF items installed in the passenger compartment, service areas, lavatories and galley areas, the items are entered in the Cabin Log Book (CLB), or Cabin Deferred Defect Log Book (CLB-DD). If the items are defined a repair interval, these must be entered in the Technical Log Book (TLB), or Technical Deferred Defect Log Book (TLB-DD).
   - For NEF items installed in other areas, including the flight deck, the items are entered in the Technical log book (TLB), or Technical Deferred Defect Log Book (TLB-DD).
   - The NEF Item evaluation process will follow Figure 1. NEF Decision Tree.
   - Repair interval of new NEF items are required in maintenance control. If repair interval is not defined, corrective action should be accomplished within 180 days. When corrective action of NEF items cannot be accomplished in 180 days, MOC can apply the extension of the same duration and no limit of times.

Figure 1. NEF Decision Tree



3. Additional Description of NEF Decision Tree

1.0 **1.0 Discrepancy noted in aircraft logbook**	**Discrepancy noted in aircraft logbook** The inoperative, damaged or missing item must be identified and documented in the aircraft logbook (or other approved location) per the company discrepancy reporting system by: - Flight crew; or - Maintenance personnel; or - Personnel authorized and approved to perform such functions as outlined in the company maintenance program.
2.0 **2.0 Can the item be deferred IAW the MEL / CDL?**	**Can the item be deferred IAW the MEL/CDL?** If the inoperative, damaged, or missing item is listed in the MEL/CDL, then the deferral procedures for that item must be followed. If the item is a subcomponent of a primary system identified in the MEL/CDL, where no previous relief was authorized, the subcomponent may not be deferred in accordance with the NEF procedures outlined in Chapter 25 of the MEL.
2.1 **2.1 Follow MEL/CDL procedures**	**Follow MEL/CDL procedures** If the item is identified in another part of the MEL/CDL, then the procedures approved for the deferral of such item must be followed.
3.0 **3.0 Is item on NEF deferral list?**	**Is item on the NEF deferral list?** Is the item on the NEF Deferral List? If yes, then follow the NEF Decision Tree in step 3.1. Items that are not previously on the NEF Deferral List should proceed to step 4.0.
3.1 **3.1 Defer item IAW the NEF program**	**Defer item IAW the NEF program** If the item is identified in the NEF Deferral List, then the procedures approved for the deferral of such item shall be followed.
4.0 **4.0 Does the item affect the safety of flight?**	**Does the item affect the safety of flight?** Is it obvious from a maintenance or operational perspective that the item, in and of itself, could have an adverse effect on the safe conduct of flight? If there is an obvious safety-of-flight issue, then the inoperative, damaged, or missing item may not be deferred and step 4.1 shall be followed.

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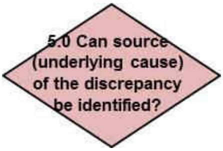
4.1

Repair item prior to flight
The item may not be deferred and must be repaired prior to flight.

5.0



Can source (underlying cause) of the discrepancy be identified? (If applicable)
Can the source of the discrepancy be identified? This step may or may not apply to the item under consideration.
If the source can be identified, then proceed to step 6.0, otherwise proceed to step 4.1.

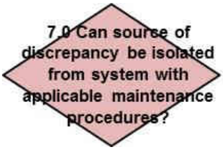
6.0

Can source (underlying cause) of the discrepancy affect equivalent levels of safety?
If the source (underlying cause) of the discrepancy affect equivalent levels of safety, then it must be determined if it can be isolated from all other systems so as to alleviate any safety concern.

Note: ***In making this determination, very close coordination between the PIC and MOC may be required.***

If after review, the source of the discrepancy could be considered a safety-of-flight concern, the item must be repaired prior to flight (step 4.1).
If the source of the discrepancy is not a safety-of-flight concern then defer the item in accordance with the approved NEF procedures in step 8.0.
If it cannot be determined, or is uncertain, that the source of the discrepancy is a safety-of-flight concern then proceed to step 7.0.

7.0



Can source of discrepancy be isolated from the system with applicable maintenance procedures?
If applicable, the source (underlying cause) of the discrepancy must be isolated from all other systems so as to alleviate the safety-of-flight concern.
If the item cannot be safely isolated then the item must be repaired prior to flight (step 4.1).
If isolated, the isolation of the source must pass the entire test previously identified in the evaluative process (steps 4.0-7.0) for the item.
If source can be isolated then proceed to step 8.0.

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8.0 8.0 Defer item IAW the approved NEF Program	**Defer item IAW the approved NEF program** Defer the item if after completing the previous 8 steps, the item can be deferred IAW the NEF program. The evaluation process should determine items such as: - Is the item required for the operational rules in which the aircraft is operated? - Does it create the potential for fire/smoke or other hazardous conditions? - Could it have an adverse effect on other required systems or components? - Does its condition potentially affect the safety of passengers, crew, or service personnel? - Could it have a negative impact on emergency or abnormal procedures? - Does it create additional workload for the crew at critical times of flight or flight preparation? - Crewmembers may need to evaluate the deferred NEF on a flight-by-flight basis. *Note: The above evaluation process must be accomplished for the inoperative, damaged, or missing items at its face value, and also for the underlying cause of the discrepancy.*
9.0 9.0 Update NEF Deferral List if required	**Update NEF deferral list if required** Company will continually add items to NEF Deferral List as required. If applicable, company must control the NEF Deferral List and revise it accordingly.
10.0 10.0 Provide NEF items to CAA	**Provide NEF Items to CAA** At intervals agreed to by both CAA principal inspectors(PI) and company, company will provide the items placed in the NEF program to CAA for review. This review is not to be conceived as a requirement to approve the NEF items. It is merely a means to provide oversight to ensure the program is effective.

25-90-50B NON-ESSENTIAL EQUIPMENT & FURNISHINGS (NEF) (FOR NEF DEFERRAL LIST)

Ident.: MM-25-90-90000054.9000017 / 05 OCT 18
Applicable to: ALL

1. NEF items are deferred per NEF deferred program.
2. Perform maintenance procedure in NEF Deferral List or MP task as appropriate.
3. If perform any maintenance procedure, shall be recorded it in the Log Book.

NON-ESSENTIAL EQUIPMENT AND FURNISHINGS (NEF) DEFERRED PROGRAM

1. Definition
   NEF are those items that, if damaged, inoperative, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions (i.e. non-airworthiness/safety related items). These non-essential items may be installed in area including, but not limited to,

the flight deck area, passenger compartment, service areas, lavatories and galley areas and cargo areas. NEF items are not items already identified in the MEL or CDL of the aircraft.

2. NEF Deferred Procedure

- For NEF items installed in the passenger compartment, service areas, lavatories and galley areas, the items are entered in the Cabin Log Book (CLB), or Cabin Deferred Defect Log Book (CLB-DD). If the items are defined a repair interval, these must be entered in the Technical Log Book (TLB), or Technical Deferred Defect Log Book (TLB-DD).
- For NEF items installed in other areas, including the flight deck, the items are entered in the Technical log book (TLB), or Technical Deferred Defect Log Book (TLB-DD).
- Repair interval of items listed in the NEF Deferral List are required in maintenance control. If repair interval is not defined, corrective action should be accomplished within 180 days. When corrective action of NEF items cannot be accomplished in 180 days, MOC can apply the extension of the same duration and no limit of times.

3. NEF Deferral List

Item	Nomenclature	(M) Procedure
	Flight Deck Area	
1	Sunshades	(M) Placard: Apply “INOPERATIVE” sticker and write DD No. on sticker.
2	Cup Holders	(M) Placard: Apply “INOPERATIVE” sticker and write DD No. on sticker.
3	Upholstery	
4	Decorative Trim / Trim Strips	
5	Hand Microphone Holders / Boomset Holders	(M) Stow the hand microphone / boomset in appropriate position.
6	Access Compartment Latches	(M) Secure inoperative compartment in closed.
7	Coat and / or Hat Hooks	
8	Document Holders	(M) Document may be relocated where flight crew can reach if required.
9	Carpet	
10	Pen Holders	(M) Placard: Apply “INOPERATIVE” sticker and write DD No. on sticker.
11	Hook-Headset Cord	(M) Placard: Apply “INOPERATIVE” sticker and write DD No. on sticker.
12	Roller Blind	
13	Fastener-Lining & Briefcase	
14	Cover-Cockpit Door Lock Linkage	
15	Spare Print Paper Roll Stowage	
16	Seat Belt Tidy Clips	
17	Eye Reference Balls	
18	Fastener-Coat Stowage and Partition	
19	Fastener-Book Stowage	
20	Clip-Rear Partition	
21	Electrical Outlets / Power Supplies including Covers	(M) Placard: Apply “INOPERATIVE” sticker and write DD No. on sticker.

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Item	Nomenclature	(M) Procedure
	Flight Crew Rest Compartment	
1	Reading Lights	(M) 1. One or more may be inoperative. 2. If lens is broken or missing, shall be deactivated and insulated it.
2	Coat Hangar	
3	Crew Curtains	
	Passenger Compartment	
1	Passenger Reading Lights	(M) 1. One or more may be inoperative. 2. If lens is broken or missing, shall be deactivated and insulated it.
2	Passenger Seat Components (Headrest, Dress Cover, Trim, Arm Cover...etc.)	(M) 1. The defect does not block an emergency exit. 2. The defect does not restrict any passenger access to the main aisle. 3. Secure or placard defect as appropriate. <u>*Note:*</u> *1. If defect impacts flight safety, refer to MEL item 25-21.* *2. The defect listed in MEL item 25-21 is not considered NEF.*
3	TSPCU of Business Class Seat	
4	Ventilation Grill	
5	Electrical Outlets / Power Supplies including Covers	(M) Placard: As appropriate.
6	Cover-Door Arming Lever & Safety Pin Holder	(M) The “Armed” / “Disarmed” placard must be legible.
7	Fastener-Door Lining	Max. 2 Fastener may be missing on each lining.
8	IFE System	(M) Placard: Apply “INOPERATIVE” sticker and write DD No. on sticker. <u>*Note:*</u> *Notify PIC to inform crewmembers during crew briefing.*
9	IFE Components(Controller, PTV.....etc)	
10	Door Arming Safety Pins	(M) Placard: Apply “INOPERATIVE” sticker and write DD No. on sticker. <u>*Note:*</u> *Notify PIC to inform crewmembers during crew briefing.*
11	Cabin Window Shades	(M) Placard: Apply “INOPERATIVE” sticker and write DD No. on sticker. <u>*Note:*</u> *1. If Window Shade on Emergency Exits, shall be keep it in OPEN position.* *2. If more than one Cabin Window Shade can't be opened, the defects can't be in adjacent.*
	Galley	
1	Coffee Makers / Beverage Makers	(M) C/B may be pulled out and collared if required and placard as appropriate.
2	Steam Oven and Controls	(M) C/B may be pulled out and collared if required and placard as appropriate.
3	Espresso Machine and Controls	(M) C/B may be pulled out and collared if required and placard as appropriate.

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Item	Nomenclature	(M) Procedure
4	Ice Container(s)	
5	Work Lights	
6	Coat Hanger Clips	
7	ACUs, Chillers, Refrigerators	(M) C/B may be pulled out and collared if required and placard as appropriate. *Note:* 1. *Catering should provide enough dry ice to keep the food chilled.* 2. *VCRU & CDM are excluded and refer to MEL item 21-59.*
	Lavatory	
1	Toilet Paper / Roller	
2	Mirror Lights	(M) Placard: As appropriate.
3	Diaper Changing Table	(M) Use Fiber Tape to secure inoperative table in stowed and placard as appropriate.
4	Soap Holder / Soap Dispenser	
5	Paper Towels / Holder	
6	Mirror	(M) If the defect will be injury to personnel or equipment, must be insulated it and replaced mirror as soon as possible.
7	Faucet	(M) Placard: As appropriate.
8	Water Heater	(M) Switch off Heater Power Supply.
	Cargo Compartment / Service Bays	
1	Hold Open Rods or Lanyard	(M) Placard: Apply “INOPERATIVE” sticker and write DD No. on sticker.
	Miscellaneous	
1	Exterior Paint	*Note:* *Paint that affects navigation and communication function is not considered NEF.* *Note:* *Paint may be missing, peeled provided that inform MOC to arrange defect correction at home base.*
2	Exterior Coating, Fastener Head, Door Latch	*Note:* *Coating cannot affect the function or strength of parts.* *Note:* *Coating may be missing, peeled provided that inform MOC to arrange defect correction at home base.*
3	Tamper Evident Seal	*Note:* 1. *For outstation only.* 2. *Do security check per Aviation Security Manual for crewmembers.*
4	Cleaning, Disinfection, Deinsectization	*Note:* *Inform MOC to arrange follow-up work.*

25-90-52A(B)(C) EXTERIOR PLACARD/MARKING

Ident.: MM-25-90-90000057.9000070 / 05 OCT 18
Applicable to: ALL

Please refer to Placard/Marking listed in IPC Chapter 11 to identify the P/N of Placard/Marking for further repair/replacement. Often missing items are listed on EON ME-359-11-0002, and this EON can help understand associated information about emergency exit/caution/warning.

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38-10-01A POTABLE WATER SYSTEM (INDIVIDUAL COMPONENTS INOPERATIVE)

Ident.: MM-38-10-90000044.9000062 / 05 JAN 18
Applicable to: ALL

The related (M) procedures refer to the following descriptions:

- Associated components are deactivated or isolated (Refer to Maintenance Procedure A350-25-30, A350-25-40 or A350-38-10).
- Associated system components are verified not to have leaks (Refer to Maintenance Procedure A350-A-38-1X-XX-00001-360A-A).

38-10-01B POTABLE WATER SYSTEM (SYSTEM NOT USED)

Ident.: MM-38-10-90000045.9000062 / 05 JAN 18
Applicable to: ALL

The related (M) procedures refer to the following descriptions:

- Associated system is drained (Refer to Maintenance Procedure A350-A-38-1X-XX-00001-220A-A).

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38-30-01A LAVATORY WASTE SYSTEM (INDIVIDUAL COMPONENTS INOPERATIVE)

Ident.: MM-38-30-90000046.9000062 / 05 JAN 18
Applicable to: ALL

The related (M) procedures refer to the following descriptions:

- Associated components are deactivated or isolated (Refer to Maintenance Procedure A350-25-40 or A350-38-30).
- Associated system components are verified not to have leaks (Refer to Maintenance Procedure A350-A-38-1X-XX-00001-360A-A).

38-30-01B LAVATORY WASTE SYSTEM (ASSOCIATED LAVATORY SYSTEMS INOPERATIVE)

Ident.: MM-38-30-90000047.9000062 / 05 JAN 18
Applicable to: ALL

The related (M) procedures refer to the following descriptions:

- Associated components are deactivated or isolated to prevent leaks (Refer to Maintenance Procedure A350-25-40 or A350-38-00).
- Associated lavatory door(s) is secured closed and placarded "INOPERATIVE-DO NOT ENTER".

38-30-02A VACUUM GENERATOR SYSTEMS (TOILET)

Ident.: MM-38-30-90000064.9000076 / 27 SEP 19
Applicable to: ALL

1. Vacuum generator confirm inoperative via BITE test of the Vacuum Toilet System.
2. Refer to MP A350-A-38-31-59 Safety and tag related RCCB-VACUUM GEN LH(RH) only.

   Note: ***Do not open SSPC-SYS LH(RH) 4.***

3. Confirm waste indication normal through water/waste page on FAP.

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CONFIGURATION DEVIATION LIST

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CDL-GEN GENERAL

CDL-GEN-INTR Introduction

Introduction....................A

CDL-GEN-LIM Limitations

Limitations....................A

CDL-GEN-PERF Performance

Performance Determination Method....................A
Performance Penalties published in the CDL Chapter of the MEL/CDL....................B
Performance Penalties Calculated with the EFB....................C

CDL-21 AIR CONDITIONING

CDL-21-03 Venturi Nozzle

Venturi Nozzle....................A
Illustration Venturi Nozzle....................B

CDL-21-04 Pack Ram Air Outlet Flap

Pack Ram Air Outlet Flap....................A
Illustration Pack Ram Air Outlet Flap....................B

CDL-21-05 Pack Ram Air Inlet Flap

Pack Ram Air Inlet Flap....................A
Illustration Pack Ram Air Inlet Flap....................B

CDL-23 COMMUNICATIONS

CDL-23-01 Winglet and Wingtip Static Discharger

Winglet and Wingtip Static Discharger....................A
Illustration Winglet and Wingtip Static Discharger....................B

CDL-23-02 Aileron Static Discharger

Aileron Static Discharger....................A
Illustration Aileron Static Discharger....................B

CDL-23-03 VTP Static Discharger

VTP Static Discharger....................A
Illustration VTP Static Discharger....................B

CDL-23-04 HTP Static Discharger

HTP Static Discharger....................A
Illustration HTP Static Discharger....................B

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CDL-23-09 ELT Antenna
ELT Antenna....A
Illustration ELT Antenna....B

CDL-23-10 VTP Taxi Aid Camera Fairing Glazing
VTP Taxi Aid Camera Fairing Glazing....A
Illustration VTP Taxi Aid Camera Fairing Glazing....B

CDL-23-11 Belly Taxi Aid Camera
Belly Taxi Aid Camera....A
Illustration Belly Taxi Aid Camera....B

CDL-27 FLIGHT CONTROLS

CDL-27-01 Droop Nose Inboard Seal
Droop Nose Inboard Seal....A
Illustration Droop Nose Inboard Seal....B

CDL-27-02 Droop Nose Outboard Seal
Droop Nose Outboard Seal....A
Illustration Droop Nose Outboard Seal....B

CDL-27-03 Droop Nose Lower Seal
Droop Nose Lower Seal....A
Illustration Droop Nose Lower Seal....B

CDL-27-04 Droop Nose Spanwise Pressure Seal
Droop Nose Spanwise Pressure Seal....A
Illustration Droop Nose Spanwise Pressure Seal....B

CDL-27-05 Slat 2 Lower Trailing Edge Seal
Slat 2 Lower Trailing Edge Seal....A
Illustration Slat 2 Lower Trailing Edge Seal....B

CDL-27-06 Slat 6 Lower Trailing Edge Seal
Slat 6 Lower Trailing Edge Seal....A
Illustration Slat 6 Lower Trailing Edge Seal....B

CDL-27-07 Slat 7 Lower Trailing Edge Seal
Slat 7 Lower Trailing Edge Seal....A
Illustration Slat 7 Lower Trailing Edge Seal....B

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CDL-27-08 Slat End Flipper Seal
Slat End Flipper Seal........ A
Illustration Slat End Flipper Seal........ B

CDL-27-10 Slat Spanwise Pressure Seal
Slat Spanwise Pressure Seal........ A
Illustration Slat Spanwise Pressure Seal........ B

CDL-27-11 Flap Track Aft Tip Fairing
Flap Track Aft Tip Fairing........ A
Illustration Flap Track Aft Tip Fairing........ B

CDL-27-12 Slat 2, 5, 6, 7 Weather Seal
Slat 2, 5, 6, 7 Weather Seal........ A
Illustration Slat 2, 5, 6, 7 Weather Seal........ B

CDL-27-13 Slat 3, 4 Weather Seal
Slat 3, 4 Weather Seal........ A
Illustration Slat 3, 4 Weather Seal........ B

CDL-27-14 Flap Track Fairing Attachment Point Cover
Flap Track Fairing Attachment Point Cover........ A
Illustration Flap Track Fairing Attachment Point Cover........ B

CDL-27-15 Flap Track Aft Fairing Seal
Flap Track Aft Fairing Seal........ A
Illustration Flap Track Aft Fairing Seal........ B

CDL-27-17 Fixed to Moveable Fairing Seal
Fixed to Moveable Fairing Seal........ A
Illustration Fixed to Moveable Fairing Seal........ B

CDL-27-18 Inner Flap Inner Seal
Inner Flap Inner Seal........ A
Illustration Inner Flap Inner Seal........ B

CDL-27-19 Inner to Outer Flap Seal
Inner to Outer Flap Seal........ A
Illustration Inner to Outer Flap Seal........ B

CDL-27-20 Outer Flap Outer Seal
Outer Flap Outer Seal........ A
Illustration Outer Flap Outer Seal........ B

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CDL-27-21 Seal of FTE Lower Panel to Inner Flap
Seal of FTE Lower Panel to Inner Flap....A
Illustration Seal of FTE Lower Panel to Inner Flap....B
CDL-27-22 Seal of FTE Lower Panel to Outer Flap
Seal of FTE Lower Panel to Outer Flap....A
Illustration Seal of FTE Lower Panel to Outer Flap....B
CDL-27-23 Aileron End Seal
Aileron End Seal....A
Illustration Aileron End Seal....B
CDL-27-24 Seal of FTE Upper Panel to Aileron
Seal of FTE Upper Panel to Aileron....A
Illustration Seal of FTE Upper Panel to Aileron....B
CDL-27-25 Seal of FTE Lower Panel to Aileron
Seal of FTE Lower Panel to Aileron....A
Illustration Seal of FTE Lower Panel to Aileron....B
CDL-27-26 Slat 2, 6, 7 Vertical Baffle Seal
Slat 2, 6, 7 Vertical Baffle Seal....A
Illustration Slat 2, 6, 7 Vertical Baffle Seal....B
CDL-27-27 Slat 3, 4, 5 Vertical Baffle Seal
Slat 3, 4, 5 Vertical Baffle Seal....A
Illustration Slat 3, 4, 5 Vertical Baffle Seal....B
CDL-27-28 Slat Track Closing Plate
Slat Track Closing Plate....A
Illustration Slat Track Closing Plate....B

CDL-28 FUEL
CDL-28-01 Fuel Jettison Tube
Fuel Jettison Tube....A
Illustration Fuel Jettison Tube....B
CDL-28-03 Refuel Coupling Door Latch
Refuel Coupling Door Latch....A
Illustration Refuel Coupling Door Latch....B

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CDL-28-04 Refuel Coupling Cap

Refuel Coupling Cap.......A
Illustration Refuel Coupling Cap.......B

CDL-30 ICE AND RAIN PROTECTION

CDL-30-01 Wiper Arm

Wiper Arm.......A
Illustration Wiper Arm.......B

CDL-30-04 Cockpit Ice Visual Indicator

Cockpit Ice Visual Indicator.......A
Illustration Cockpit Ice Visual Indicator.......B

CDL-30-06 Ice Fence

Ice Fence.......A
Illustration Ice Fence.......B

CDL-32 LANDING GEAR

CDL-32-01 Nose Landing Gear Tow Fitting

Nose Landing Gear Tow Fitting.......A
Illustration Nose Landing Gear Tow Fitting.......B

CDL-32-02 Nose Wheel Steering Disconnect Panel Access Door

Nose Wheel Steering Disconnect Panel Access Door.......A
Illustration Nose Wheel Steering Disconnect Panel Access Door.......B

CDL-32-03 Nose Gear Maintenance Panel Access Door

Nose Gear Maintenance Panel Access Door.......A
Illustration Nose Gear Maintenance Panel Access Door.......B

CDL-32-04 Nose Landing Gear Wheel Hubcap

Nose Landing Gear Wheel Hubcap.......A
Illustration Nose Landing Gear Wheel Hubcap.......B

CDL-32-05 Brake Wear Pin Indicator

Brake Wear Pin Indicator.......A
Illustration Brake Wear Pin Indicator.......B

CDL-32-06 Brake Cooling Fan Debris Guard

Brake Cooling Fan Debris Guard.......A
Illustration Brake Cooling Fan Debris Guard.......B

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CDL-32-07 Main Landing Gear Brake Rod Lanyard
Main Landing Gear Brake Rod Lanyard....A
Illustration Main Landing Gear Brake Rod Lanyard....B
CDL-32-08 Main Landing Gear Axle Sleeve Button
Main Landing Gear Axle Sleeve Button....A
Illustration Main Landing Gear Axle Sleeve Button....B
CDL-32-09 Main Landing Gear Wheel Hubcap
Main Landing Gear Wheel Hubcap....A
Illustration Main Landing Gear Wheel Hubcap....B
CDL-32-10 Tire Pressure Sensor
Tire Pressure Sensor....A
Illustration Tire Pressure Sensor....B
CDL-32-11 Nose Landing Gear Torque Link Noise Cap
Nose Landing Gear Torque Link Noise Cap....A
Illustration Nose Landing Gear Torque Link Noise Cap....B
CDL-32-12 Nose Landing Gear Uplock Roller
Nose Landing Gear Uplock Roller....A
Illustration Nose Landing Gear Uplock Roller....B
CDL-32-13 Main Landing Gear Uplock Roller
Main Landing Gear Uplock Roller....A
Illustration Main Landing Gear Uplock Roller....B
CDL-32-16 Main Landing Gear Aft Sidestay Spring Aerodynamic Deflector
Main Landing Gear Aft Sidestay Spring Aerodynamic Deflector....A
Illustration Main Landing Gear Aft Sidestay Spring Aerodynamic Deflector....B
CDL-32-17 Main Landing Gear Noise End Cap
Main Landing Gear Noise End Cap....A
Illustration Main Landing Gear Noise End Cap....B

CDL-33 LIGHTS
CDL-33-01 HTP Logo Light Glazing
HTP Logo Light Glazing....A
Illustration HTP Logo Light Glazing....B

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CDL-33-02 Rear Strobe Light Glazing
Rear Strobe Light Glazing....A
Illustration Rear Strobe Light Glazing....B

CDL-33-03 Rear Navigation Light Glazing
Rear Navigation Light Glazing....A
Illustration Rear Navigation Light Glazing....B

CDL-33-04 Lower Beacon Light Glazing
Lower Beacon Light Glazing....A
Illustration Lower Beacon Light Glazing....B

CDL-33-05 Upper Beacon Light Glazing
Upper Beacon Light Glazing....A
Illustration Upper Beacon Light Glazing....B

CDL-33-06 Evacuation Area Light Glazing
Evacuation Area Light Glazing....A
Illustration Evacuation Area Light Glazing....B

CDL-33-07 Wing Taxi Aid Camera Light Glazing
Wing Taxi Aid Camera Light Glazing....A
Illustration Wing Taxi Aid Camera Light Glazing....B

CDL-33-08 Wing and Engine Scan Light Glazing
Wing and Engine Scan Light Glazing....A
Illustration Wing and Engine Scan Light Glazing....B

CDL-33-09 Belly Taxi Aid Camera Light Glazing
Belly Taxi Aid Camera Light Glazing....A
Illustration Belly Taxi Aid Camera Light Glazing....B

CDL-33-10 Taxi And Runway Turn Off Light Glazing
Taxi And Runway Turn Off Light Glazing....A
Illustration Taxi And Runway Turn Off Light Glazing....B

CDL-33-11 Takeoff Light Glazing
Takeoff Light Glazing....A
Illustration Takeoff Light Glazing....B

CDL-33-13 Rear Navigation and Strobe Light Glazing
Rear Navigation and Strobe Light Glazing....A
Illustration Rear Navigation and Strobe Light Glazing....B

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CDL-38 WATER/WASTE

CDL-38-01 Water Waste Drain Mast

Water Waste Drain Mast.......A
Illustration Water Waste Drain Mast.......B

CDL-38-02 Waste Service Panel Access Door

Waste Service Panel Access Door.......A
Illustration Waste Service Panel Access Door.......B

CDL-38-03 Potable Water Panel Access Door

Potable Water Panel Access Door.......A
Illustration Potable Water Panel Access Door.......B

CDL-38-04 Bilge Drain Valve

Bilge Drain Valve.......A
Illustration Bilge Drain Valve.......B

CDL-38-05 Drainage Pipe

Drainage Pipe.......A
Illustration Drainage Pipe.......B

CDL-52 DOORS

CDL-52-01 Middle Scuff Plate of Passenger Door 1

Middle Scuff Plate of Passenger Door 1.......A
Illustration Middle Scuff Plate of Passenger Door 1.......B

CDL-52-02 Rain Gutter

Rain Gutter.......A
Illustration Rain Gutter.......B

CDL-52-03 Passenger Door Aerodynamic Seal

Passenger Door Aerodynamic Seal.......A
Illustration Passenger Door Aerodynamic Seal.......B

CDL-52-04 Forward and Aft Cargo Door Latch Handle Grip

Forward and Aft Cargo Door Latch Handle Grip.......A
Illustration Forward and Aft Cargo Door Latch Handle Grip.......B

CDL-52-07 Aft Cargo Door Access Cover Panel

Aft Cargo Door Access Cover Panel.......A
Illustration Aft Cargo Door Access Cover Panel.......B

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CDL-52-08 Cargo Door Flag Indicator

Cargo Door Flag Indicator.......A
Illustration Cargo Door Flag Indicator.......B

CDL-52-09 Bulk Cargo Door Outer Handle

Bulk Cargo Door Outer Handle.......A
Illustration Bulk Cargo Door Outer Handle.......B

CDL-52-10 Lateral Scuff Plate of Passenger Door 1,2,3,4

Lateral Scuff Plate of Passenger Door 1,2,3,4.......A
Illustration Lateral Scuff Plate of Passenger Door 1,2,3,4.......B

CDL-52-11 Middle Scuff Plate of Passenger Door 2,3,4

Middle Scuff Plate of Passenger Door 2,3,4.......A
Illustration Middle Scuff Plate of Passenger Door 2,3,4.......B

CDL-52-12 Aft Nose Landing Gear Door

Aft Nose Landing Gear Door.......A
Illustration Aft Nose Landing Gear Door.......B

CDL-53 FUSELAGE

CDL-53-04 Cargo Compartment Control Panel Access Door

Cargo Compartment Control Panel Access Door.......A
Illustration Cargo Compartment Control Panel Access Door.......B

CDL-53-05 Cargo Door Operating Panel Access Door

Cargo Door Operating Panel Access Door.......A
Illustration Cargo Door Operating Panel Access Door.......B

CDL-53-07 Tail Strike Indicator

Tail Strike Indicator.......A
Illustration Tail Strike Indicator.......B

CDL-53-08 Interface Bolt Access Cover

Interface Bolt Access Cover.......A
Illustration Interface Bolt Access Cover.......B

CDL-53-09 Aft Hoisting Point Cover

Aft Hoisting Point Cover.......A
Illustration Aft Hoisting Point Cover.......B

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CDL-53-10 Rear Fuselage Jacking Point Cover
Rear Fuselage Jacking Point Cover.......A
Illustration Rear Fuselage Jacking Point Cover.......B

CDL-53-11 Forward Drain Nipple Cap
Forward Drain Nipple Cap.......A
Illustration Forward Drain Nipple Cap.......B

CDL-53-12 Nose Landing Gear Ground Door Opening Handle
Nose Landing Gear Ground Door Opening Handle.......A
Illustration Nose Landing Gear Ground Door Opening Handle.......B

CDL-53-13 Seal of Belly Fairing to Fuselage
Seal of Belly Fairing to Fuselage.......A
Illustration Seal of Belly Fairing to Fuselage.......B

CDL-53-14 Seal of Belly Fairing to Overwing
Seal of Belly Fairing to Overwing.......A
Illustration Seal of Belly Fairing to Overwing.......B

CDL-53-15 Seal of Belly Fairing to Underwing
Seal of Belly Fairing to Underwing.......A
Illustration Seal of Belly Fairing to Underwing.......B

CDL-53-16 Belly Fairing to Flap Upper Surface Seal
Belly Fairing to Flap Upper Surface Seal.......A
Illustration Belly Fairing to Flap Upper Surface Seal.......B

CDL-53-17 Belly Fairing to Flap Trunnion Seal
Belly Fairing to Flap Trunnion Seal.......A
Illustration Belly Fairing to Flap Trunnion Seal.......B

CDL-53-18 Belly Fairing to Flap Forward Seal
Belly Fairing to Flap Forward Seal.......A
Illustration Belly Fairing to Flap Forward Seal.......B

CDL-53-19 RAT Door Seal
RAT Door Seal.......A
Illustration RAT Door Seal.......B

CDL-53-20 MLG Door FWD Seal
MLG Door FWD Seal.......A
Illustration MLG Door FWD Seal.......B

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CDL-53-21 MLG Door Seal (197BL,198BR)
MLG Door Seal (197BL,198BR)....A
Illustration MLG Door Seal (197BL,198BR)....B

CDL-53-22 MLG Door Seal (197FB,198EB)
MLG Door Seal (197FB,198EB)....A
Illustration MLG Door Seal (197FB,198EB)....B

CDL-53-23 MLG Door Seal (197EL,198ER)
MLG Door Seal (197EL,198ER)....A
Illustration MLG Door Seal (197EL,198ER)....B

CDL-53-24 MLG Door Seal (197CL,198CR)
MLG Door Seal (197CL,198CR)....A
Illustration MLG Door Seal (197CL,198CR)....B

CDL-53-25 MLG Door Seal (FLX01)
MLG Door Seal (FLX01)....A
Illustration MLG Door Seal (FLX01)....B

CDL-53-26 MLG Door Seal (FLX02)
MLG Door Seal (FLX02)....A
Illustration MLG Door Seal (FLX02)....B

CDL-53-27 MLG Door Seal (FLX03)
MLG Door Seal (FLX03)....A
Illustration MLG Door Seal (FLX03)....B

CDL-53-28 MLG Door Seal (FLX04)
MLG Door Seal (FLX04)....A
Illustration MLG Door Seal (FLX04)....B

CDL-53-29 ERAI Seal
ERAI Seal....A
Illustration ERAI Seal....B

CDL-53-32 Seal of Wing Root to Leading Edge
Seal of Wing Root to Leading Edge....A
Illustration Seal of Wing Root to Leading Edge....B

CDL-53-33 External Power Panel Access Door Seal
External Power Panel Access Door Seal....A
Illustration External Power Panel Access Door Seal....B

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CDL-53-36 Nose Jacking Fitting Screw Plug

Nose Jacking Fitting Screw Plug........A
Illustration Nose Jacking Fitting Screw Plug........B

CDL-53-38 Forward Cargo Door Scuff Plate

Forward Cargo Door Scuff Plate........A
Illustration Forward Cargo Door Scuff Plate........B

CDL-53-39 Aft Cargo Door Scuff Plate

Aft Cargo Door Scuff Plate........A
Illustration Aft Cargo Door Scuff Plate........B

CDL-53-40 Bulk Cargo Door Scuff Plate

Bulk Cargo Door Scuff Plate........A
Illustration Bulk Cargo Door Scuff Plate........B

CDL-53-65 Forward Nose Landing Gear Door Seal

Forward Nose Landing Gear Door Seal........A
Illustration Forward Nose Landing Gear Door Seal........B

CDL-53-66 Aft Nose Landing Gear Door Seal

Aft Nose Landing Gear Door Seal........A
Illustration Aft Nose Landing Gear Door Seal........B

CDL-53-67 Cargo Door Operating Panel Scuff Plate

Cargo Door Operating Panel Scuff Plate........A
Illustration Cargo Door Operating Panel Scuff Plate........B

CDL-53-68 Cargo Loading System Panel Scuff Plate

Cargo Loading System Panel Scuff Plate........A
Illustration Cargo Loading System Panel Scuff Plate........B

CDL-53-69 Supplemental Cooling System Aft Flap Seal

Supplemental Cooling System Aft Flap Seal........A
Illustration Supplemental Cooling System Aft Flap Seal........B

CDL-54 PYLON

CDL-54-01 Seal between APF and RSS

Seal between APF and RSS........A
Illustration Seal between APF and RSS........B

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CDL-54-02 Seal between Gutter and Taco Shell
Seal between Gutter and Taco Shell.......A
Illustration Seal between Gutter and Taco Shell.......B

CDL-55 STABILIZERS
CDL-55-01 VTP Lower Rudder Seal
VTP Lower Rudder Seal.......A
Illustration VTP Lower Rudder Seal.......B
CDL-55-02 VTP Trailing Edge Panel Seal
VTP Trailing Edge Panel Seal.......A
Illustration VTP Trailing Edge Panel Seal.......B
CDL-55-03 Rudder Hoisting Point Cover
Rudder Hoisting Point Cover.......A
Illustration Rudder Hoisting Point Cover.......B
CDL-55-04 Dorsal Fin Hoisting Point Cover
Dorsal Fin Hoisting Point Cover.......A
Illustration Dorsal Fin Hoisting Point Cover.......B
CDL-55-05 VTP Leading Edge Panel Hoisting Point Cover
VTP Leading Edge Panel Hoisting Point Cover.......A
Illustration VTP Leading Edge Panel Hoisting Point Cover.......B
CDL-55-06 VTP Shell Hoisting Point Cover
VTP Shell Hoisting Point Cover.......A
Illustration VTP Shell Hoisting Point Cover.......B
CDL-55-07 VTP Tip Hoisting Point Cover
VTP Tip Hoisting Point Cover.......A
Illustration VTP Tip Hoisting Point Cover.......B
CDL-55-08 HTP Trailing Edge Seal
HTP Trailing Edge Seal.......A
Illustration HTP Trailing Edge Seal.......B
CDL-55-09 HTP Outboard Elevator Seal
HTP Outboard Elevator Seal.......A
Illustration HTP Outboard Elevator Seal.......B

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CDL-55-10 HTP Tip Hoisting Point Cover
HTP Tip Hoisting Point Cover....A
Illustration HTP Tip Hoisting Point Cover....B

CDL-55-11 HTP Elevator Hoisting Point Cover
HTP Elevator Hoisting Point Cover....A
Illustration HTP Elevator Hoisting Point Cover....B

CDL-55-12 HTP Tip Maintenance Door
HTP Tip Maintenance Door....A
Illustration HTP Tip Maintenance Door....B

CDL-55-13 Dorsal Fin Fairing Seal
Dorsal Fin Fairing Seal....A
Illustration Dorsal Fin Fairing Seal....B

CDL-55-14 VTP Lower Trailing Edge Panel Seal
VTP Lower Trailing Edge Panel Seal....A
Illustration VTP Lower Trailing Edge Panel Seal....B

CDL-55-15 HTP Karman Fairing Seal
HTP Karman Fairing Seal....A
Illustration HTP Karman Fairing Seal....B

CDL-55-16 HTP Onglet Fairing Seal
HTP Onglet Fairing Seal....A
Illustration HTP Onglet Fairing Seal....B

CDL-55-17 VTP Root Joint Cover
VTP Root Joint Cover....A
Illustration VTP Root Joint Cover....B

CDL-55-18 VTP Rudder Cap Filler
VTP Rudder Cap Filler....A
Illustration VTP Rudder Cap Filler....B

CDL-55-19 Rear Maintenance Door Seal
Rear Maintenance Door Seal....A
Illustration Rear Maintenance Door Seal....B

CDL-55-20 Rear Overpressure Door Seal
Rear Overpressure Door Seal....A
Illustration Rear Overpressure Door Seal....B

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CDL-55-21 Rear Overpressure Door Latch
Rear Overpressure Door Latch........ A
Illustration Rear Overpressure Door Latch........ B

CDL-57 WINGS

CDL-57-01 Winglet Tip Cap
Winglet Tip Cap........ A
Illustration Winglet Tip Cap........ B

CDL-57-02 Aileron Hoisting Point Cover
Aileron Hoisting Point Cover........ A
Illustration Aileron Hoisting Point Cover........ B

CDL-57-03 Winglet to Wingtip Seal
Winglet to Wingtip Seal........ A
Illustration Winglet to Wingtip Seal........ B

CDL-57-04 FLE Lower Panel Inspection Cover
FLE Lower Panel Inspection Cover........ A
Illustration FLE Lower Panel Inspection Cover........ B

CDL-57-05 Seal of Trailing Edge Panel to Spoiler
Seal of Trailing Edge Panel to Spoiler........ A
Illustration Seal of Trailing Edge Panel to Spoiler........ B

CDL-57-06 Spoiler End Seal
Spoiler End Seal........ A
Illustration Spoiler End Seal........ B

CDL-57-07 Under-Wing Jacking Point Cover
Under-Wing Jacking Point Cover........ A
Illustration Under-Wing Jacking Point Cover........ B

CDL-57-08 FTE Access Plug Cover
FTE Access Plug Cover........ A
Illustration FTE Access Plug Cover........ B

CDL-57-09 Seal of Trailing Edge Panel to Droop Panel
Seal of Trailing Edge Panel to Droop Panel........ A
Illustration Seal of Trailing Edge Panel to Droop Panel........ B

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CDL-57-10 Droop Panel End Seal

Droop Panel End Seal....A
Illustration Droop Panel End Seal....B

CDL-57-11 EHA Air Duct

EHA Air Duct....A
Illustration EHA Air Duct....B

CDL-57-12 Aileron Hinge Fairing

Aileron Hinge Fairing....A
Illustration Aileron Hinge Fairing....B

CDL-57-13 Aileron Hinge Fairing Seal

Aileron Hinge Fairing Seal....A
Illustration Aileron Hinge Fairing Seal....B

CDL-57-14 Wingtip Leading Edge Fairing Seal

Wingtip Leading Edge Fairing Seal....A
Illustration Wingtip Leading Edge Fairing Seal....B

CDL-57-15 Inner Wing Leading Edge to DND Fixed Seal

Inner Wing Leading Edge to DND Fixed Seal....A
Illustration Inner Wing Leading Edge to DND Fixed Seal....B

CDL-57-16 Outer Falsework Lower Seal

Outer Falsework Lower Seal....A
Illustration Outer Falsework Lower Seal....B

CDL-57-17 Outer Falsework Upper Seal

Outer Falsework Upper Seal....A
Illustration Outer Falsework Upper Seal....B

CDL-57-18 FLE Slat Track Seal

FLE Slat Track Seal....A
Illustration FLE Slat Track Seal....B

CDL-57-19 Slat Translating Cable Seal

Slat Translating Cable Seal....A
Illustration Slat Translating Cable Seal....B

CDL-57-20 FTE Panel 1 Seal

FTE Panel 1 Seal....A
Illustration FTE Panel 1 Seal....B

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CDL-57-21 FTE Panel 3 Seal
FTE Panel 3 Seal.....A
Illustration FTE Panel 3 Seal.....B

CDL-57-22 FTE to MLG Door Seal
FTE to MLG Door Seal.....A
Illustration FTE to MLG Door Seal.....B

CDL-57-23 Hinged Door Seal
Hinged Door Seal.....A
Illustration Hinged Door Seal.....B

CDL-57-24 MLG-Hinged Door Seal
MLG-Hinged Door Seal.....A
Illustration MLG-Hinged Door Seal.....B

CDL-57-25 Outer Falsework Seal Plate
Outer Falsework Seal Plate.....A
Illustration Outer Falsework Seal Plate.....B

CDL-57-26 Outer Falsework Upper Surface Corner Seal
Outer Falsework Upper Surface Corner Seal.....A
Illustration Outer Falsework Upper Surface Corner Seal.....B

CDL-57-28 Slat Track Aperture Seal
Slat Track Aperture Seal.....A
Illustration Slat Track Aperture Seal.....B

CDL-57-30 FTE Lower Panel 16 Chordwise Seal
FTE Lower Panel 16 Chordwise Seal.....A
Illustration FTE Lower Panel 16 Chordwise Seal.....B

CDL-57-31 FTE Lower Panel to Belly Fairing Seal
FTE Lower Panel to Belly Fairing Seal.....A
Illustration FTE Lower Panel to Belly Fairing Seal.....B

CDL-57-32 Outer Aileron to Wingtip Lower Surface Seal
Outer Aileron to Wingtip Lower Surface Seal.....A
Illustration Outer Aileron to Wingtip Lower Surface Seal.....B

CDL-57-33 MLG Leg Fairing Door Seal
MLG Leg Fairing Door Seal.....A
Illustration MLG Leg Fairing Door Seal.....B

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CDL-57-34 Vortex Generator

Vortex Generator........ A
Illustration Vortex Generator........ B

CDL-57-35 Droop Nose Device Inner End Filling Panel

Droop Nose Device Inner End Filling Panel........ A
Illustration Droop Nose Device Inner End Filling Panel........ B

CDL-57-39 Outer FLE - Slat 5 Lower Trailing Edge Seal

Outer FLE - Slat 5 Lower Trailing Edge Seal........ A
Illustration Outer FLE - Slat 5 Lower Trailing Edge Seal........ B

CDL-57-40 Outer Aileron to Wingtip Upper Surface Seal

Outer Aileron to Wingtip Upper Surface Seal........ A
Illustration Outer Aileron to Wingtip Upper Surface Seal........ B

CDL-57-41 Edge Seal of the OFW Seal Plate

Edge Seal of the OFW Seal Plate........ A
Illustration Edge Seal of the OFW Seal Plate........ B

CDL-57-42 Plug Seal of the Slat Translating Cable Device

Plug Seal of the Slat Translating Cable Device........ A
Illustration Plug Seal of the Slat Translating Cable Device........ B

CDL-71 POWER PLANT

CDL-71-01 Fan Cowl HOR

Fan Cowl HOR........ A
Illustration Fan Cowl HOR........ B

CDL-71-02 Fan Cowl Hoisting Point Cover

Fan Cowl Hoisting Point Cover........ A
Illustration Fan Cowl Hoisting Point Cover........ B

CDL-71-03 Fan Cowl HOR Fitting

Fan Cowl HOR Fitting........ A
Illustration Fan Cowl HOR Fitting........ B

CDL-71-04 Fan Cowl HOR Remote Release System

Fan Cowl HOR Remote Release System........ A
Illustration Fan Cowl HOR Remote Release System........ B

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CDL-71-05 Fan Cowl Latch Access Panel

Fan Cowl Latch Access Panel ..... A
Illustration Fan Cowl Latch Access Panel ..... B

CDL-71-06 Fan Cowl to Thrust Reverser Bumper

Fan Cowl to Thrust Reverser Bumper ..... A
Illustration Fan Cowl to Thrust Reverser Bumper ..... B

CDL-71-07 Air Inlet External Aerofiller

Air Inlet External Aerofiller ..... A
Illustration Air Inlet External Aerofiller ..... B

CDL-71-08 Air Inlet Hoisting Point Cover

Air Inlet Hoisting Point Cover ..... A
Illustration Air Inlet Hoisting Point Cover ..... B

CDL-71-09 Nacelle Strake

Nacelle Strake ..... A
Illustration Nacelle Strake ..... B

CDL-78 EXHAUST

CDL-78-01 Thrust Reverser HOR

Thrust Reverser HOR ..... A
Illustration Thrust Reverser HOR ..... B

CDL-78-02 Thrust Reverser Latch Access Door Lanyard

Thrust Reverser Latch Access Door Lanyard ..... A
Illustration Thrust Reverser Latch Access Door Lanyard ..... B

CDL-78-04 Thrust Reverser Inhibition Pin Cover Plate

Thrust Reverser Inhibition Pin Cover Plate ..... A
Illustration Thrust Reverser Inhibition Pin Cover Plate ..... B

CDL-78-05 Thrust Reverser Beaver Tail Seal

Thrust Reverser Beaver Tail Seal ..... A
Illustration Thrust Reverser Beaver Tail Seal ..... B

CDL-78-06 Thrust Reverser Beaver Tail Upper Lateral Seal

Thrust Reverser Beaver Tail Upper Lateral Seal ..... A
Illustration Thrust Reverser Beaver Tail Upper Lateral Seal ..... B

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CDL-78-07 Thrust Reverser Beaver Tail Lower Lateral Seal

Thrust Reverser Beaver Tail Lower Lateral Seal.......A
Illustration Thrust Reverser Beaver Tail Lower Lateral Seal.......B

CDL-78-10 Thrust Reverser Transcowl Seal

Thrust Reverser Transcowl Seal.......A
Illustration Thrust Reverser Transcowl Seal.......B

CDL-78-11 Core Cowl Seal

Core Cowl Seal.......A
Illustration Core Cowl Seal.......B

CDL-78-14 Thrust Reverser Blocker Door Seal

Thrust Reverser Blocker Door Seal.......A
Illustration Thrust Reverser Blocker Door Seal.......B

CDL-78-15 Thrust Reverser Inhibition Pin

Thrust Reverser Inhibition Pin.......A
Illustration Thrust Reverser Inhibition Pin.......B

Localization Title	Toc Index	ID	Reason
CDL-23-10 VTP Taxi Aid Camera Fairing Glazing	A	1	**Add the item for B-18919.**
CDL-23-10 VTP Taxi Aid Camera Fairing Glazing	A	1	Documentation update: Addition of "VTP Taxi Aid Camera Fairing Glazing" documentary unit
CDL-23-10 Illustration VTP Taxi Aid Camera Fairing Glazing	B	3	**Add the item for B-18919.**
CDL-23-10 Illustration VTP Taxi Aid Camera Fairing Glazing	B	2	Documentation update: Addition of "Illustration VTP Taxi Aid Camera Fairing Glazing" documentary unit
CDL-23-11 Belly Taxi Aid Camera	A	1	**Add the item for B-18919.**
CDL-23-11 Belly Taxi Aid Camera	A	2	**Add notes for notify dispatch and flight dispatch limitation.**
CDL-23-11 Belly Taxi Aid Camera	A	1	Documentation update: Addition of "Belly Taxi Aid Camera" documentary unit
CDL-23-11 Illustration Belly Taxi Aid Camera	B	4	**Add the item for B-18919.**
CDL-23-11 Illustration Belly Taxi Aid Camera	B	3	Documentation update: Addition of "Illustration Belly Taxi Aid Camera" documentary unit
CDL-32-09 Main Landing Gear Wheel Hubcap	A	1	**Add the item for B-18919.**
CDL-32-09 Main Landing Gear Wheel Hubcap	A	1	Documentation update: Addition of "Main Landing Gear Wheel Hubcap" documentary unit
CDL-32-09 Illustration Main Landing Gear Wheel Hubcap	B	3	**Add the item for B-18919.**
CDL-32-09 Illustration Main Landing Gear Wheel Hubcap	B	2	Documentation update: Addition of "Illustration Main Landing Gear Wheel Hubcap" documentary unit
CDL-33-07 Wing Taxi Aid Camera Light Glazing	A	1	**Add the item for B-18919.**
CDL-33-07 Wing Taxi Aid Camera Light Glazing	A	1	Documentation update: Addition of "Wing Taxi Aid Camera Light Glazing" documentary unit
CDL-33-07 Illustration Wing Taxi Aid Camera Light Glazing	B	3	**Add the item for B-18919.**
CDL-33-07 Illustration Wing Taxi Aid Camera Light Glazing	B	2	Documentation update: Addition of "Illustration Wing Taxi Aid Camera Light Glazing" documentary unit
CDL-33-09 Belly Taxi Aid Camera Light Glazing	A	1	**Add the item for B-18919.**

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Localization Title	Toc Index	ID	Reason
CDL-33-09 Belly Taxi Aid Camera Light Glazing	A	1	Documentation update: Addition of "Belly Taxi Aid Camera Light Glazing" documentary unit
CDL-33-09 Illustration Belly Taxi Aid Camera Light Glazing	B	3	**Add the item for B-18919.**
CDL-33-09 Illustration Belly Taxi Aid Camera Light Glazing	B	2	Documentation update: Addition of "Illustration Belly Taxi Aid Camera Light Glazing" documentary unit
CDL-33-10 Taxi And Runway Turn Off Light Glazing	A	2	**Add the item for B-18919.**
CDL-33-10 Taxi And Runway Turn Off Light Glazing	A	2	Documentation update: Addition of "Taxi And Runway Turn Off Light Glazing" documentary unit
CDL-33-10 Illustration Taxi And Runway Turn Off Light Glazing	B	5	**Add the item for B-18919.**
CDL-33-10 Illustration Taxi And Runway Turn Off Light Glazing	B	4	Documentation update: Addition of "Illustration Taxi And Runway Turn Off Light Glazing" documentary unit
CDL-33-11 Takeoff Light Glazing	A	2	**Add the item for B-18919.**
CDL-33-11 Takeoff Light Glazing	A	2	Documentation update: Addition of "Takeoff Light Glazing" documentary unit
CDL-33-11 Illustration Takeoff Light Glazing	B	5	**Add the item for B-18919.**
CDL-33-11 Illustration Takeoff Light Glazing	B	4	Documentation update: Addition of "Illustration Takeoff Light Glazing" documentary unit
CDL-33-13 Rear Navigation and Strobe Light Glazing	A	1	**Add the item for B-18919.**
CDL-33-13 Rear Navigation and Strobe Light Glazing	A	1	Documentation update: Addition of "Rear Navigation and Strobe Light Glazing" documentary unit
CDL-33-13 Illustration Rear Navigation and Strobe Light Glazing	B	3	**Add the item for B-18919.**
CDL-33-13 Illustration Rear Navigation and Strobe Light Glazing	B	2	Documentation update: Addition of "Illustration Rear Navigation and Strobe Light Glazing" documentary unit

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Localization Title	Toc Index	ID	Reason
CDL-23-01 Winglet and Wingtip Static Discharger	A	1	Effectivity update: The information now also applies to B-18919.
CDL-23-01 Illustration Winglet and Wingtip Static Discharger	B	2	Effectivity update: The information now also applies to B-18919.
CDL-23-03 VTP Static Discharger	A	1	Effectivity update: The information now also applies to B-18919.
CDL-23-03 Illustration VTP Static Discharger	B	2	Effectivity update: The information now also applies to B-18919.
CDL-23-04 HTP Static Discharger	A	1	Effectivity update: The information now also applies to B-18919.
CDL-23-04 Illustration HTP Static Discharger	B	2	Effectivity update: The information now also applies to B-18919.
CDL-28-01 Fuel Jettison Tube	A	1	Effectivity update: The information no longer applies to all ACN.
CDL-28-01 Illustration Fuel Jettison Tube	B	2	Effectivity update: The information no longer applies to all ACN.
CDL-32-06 Brake Cooling Fan Debris Guard	A	1	Effectivity update: The information no longer applies to all ACN.
CDL-32-06 Illustration Brake Cooling Fan Debris Guard	B	2	Effectivity update: The information no longer applies to all ACN.
CDL-33-02 Rear Strobe Light Glazing	A	1	Effectivity update: The information no longer applies to all ACN.
CDL-33-02 Illustration Rear Strobe Light Glazing	B	2	Effectivity update: The information no longer applies to all ACN.
CDL-33-03 Rear Navigation Light Glazing	A	1	Effectivity update: The information no longer applies to all ACN.
CDL-33-03 Illustration Rear Navigation Light Glazing	B	2	Effectivity update: The information no longer applies to all ACN.
CDL-33-10 Taxi And Runway Turn Off Light Glazing	A	1	Effectivity update: The information no longer applies to all ACN.
CDL-33-10 Illustration Taxi And Runway Turn Off Light Glazing	B	3	Effectivity update: The information no longer applies to all ACN.
CDL-33-11 Takeoff Light Glazing	A	1	Effectivity update: The information no longer applies to all ACN.
CDL-33-11	B	3	Effectivity update: The information no longer applies to all ACN.

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Localization Title	Toc Index	ID	Reason
Illustration Takeoff Light Glazing			
CDL-53-14 Seal of Belly Fairing to Overwing	A	1	Effectivity update: The information now also applies to B-18919.
CDL-53-33 Illustration External Power Panel Access Door Seal	B	1	Effectivity update: The information now also applies to B-18919.
CDL-71-05 Fan Cowl Latch Access Panel	A	1	Effectivity update: The information now also applies to B-18919.
CDL-71-05 Illustration Fan Cowl Latch Access Panel	B	2	Effectivity update: The information now also applies to B-18919.

INTRODUCTION

Ident.: CDL-GEN-INTR-00019114.0001001 / 09 JUL 19
Applicable to: ALL

Operation of the aircraft without certain secondary airframe and engine parts is possible as indicated in this Configuration Deviation List (CDL). Any item not included in this list must be considered as necessary.
It is important to repair the aircraft at the first airport where repairs or replacements may reasonably be made, since additional malfunctions may require the aircraft to be taken out of service.
Letter (m) associated to an item indicates that a maintenance procedure is necessary to permit flight with this item missing.

It is the company's responsibility to:
- Define the task sharing between the flight and maintenance crews
- Ensure that all maintenance procedures are performed.

When items require high-speed tape, the CDL dispatch conditions are assessed considering that the tape is in the correct position and in good condition. The company must use an appropriate process to ensure that the dispatch conditions are satisfied. The company must define this process in accordance with its specific operations.

Note: *Unless otherwise specified in the CDL item or the relevant maintenance task, a visual inspection of the high-speed tape must be made at a regular interval that must not exceed 3 calendar days.*

The CDL maintenance procedures are published in the AirN@v Line Maintenance. The CDL item number may be used to find the associated task in the AirN@v Line Maintenance.

Note:
1. *The sign "-" in "Quantity installed" column indicates that the quantity is variable.*
2. *The illustrations included in this Configuration Deviation List are given only for information to facilitate location of missing items and must not be considered as approved data.*
3. *Items numbering is used for item identification only. As a consequence there may be some gaps in the item numbering sequence of a given aircraft. In such a case, completeness of the CDL may be checked by referring to the LEDU.*

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LIMITATIONS

Ident.: CDL-GEN-LIM-00019115.0001001 / 20 JUL 15
Applicable to: ALL

No more than one item of one ATA chapter may be missing except if otherwise specified. Items of different ATA chapters may be simultaneously missing, unless otherwise specified in this list.
When a missing item introduces additional limitation(s), this limitation is indicated in the dispatch condition of the item of this list. This limitation comes in addition to the ones of the LIMITATIONS chapter of this Airplane Flight Manual. It must be clearly indicated by a placard on the captain's instrument panel.
When an CDL dispatch condition refers to the MEL, the minimum number of equipment required for dispatch is the most limiting of the two documents.

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PERFORMANCE DETERMINATION METHOD

Ident.: CDL-GEN-PERF-00019116.0001001 / 30 SEP 14
Applicable to: ALL

There are two approved ways of determining the performance impact of CDL items missing:
- Using the CDL chapter of the MEL/CDL, or
- Using the EFB.

The CDL performance penalties associated to the missing items when published in this chapter are envelope penalties. More accurate penalties can be determined by using the EFB. According to the operations, company can select the most adequate method.
If no performance data are available in the EFB for a given item listed in this CDL chapter, the penalties published in this CDL chapter must be used.

PERFORMANCE PENALTIES PUBLISHED IN THE CDL CHAPTER OF THE MEL/CDL

Ident.: CDL-GEN-PERF-00019117.0001001 / 28 APR 23
Applicable to: ALL

Performance penalties are cumulative unless specific penalties for particular combinations of missing items are indicated.
These takeoff, en-route and landing penalties apply to the most limiting corresponding weight.

If performance penalties are not indicated for removed items, no more than three of such items can be missing without taking further penalty. If more than three of such items are missing together, the following performance penalties are applicable per missing item:
- Takeoff and approach climb performance limiting weights are reduced by 50 kg (111 lb)
- En-route performance limiting weight is reduced by 160 kg (353 lb) (i.e. corresponding to a 60 ft decrease of en-route net ceiling).

If a CDL item is referring to fuel consumption increase, the value must be added in the FUEL PENALTY field on the ACFT STATUS panel of the FMS DATA STATUS page in order to update the FMS fuel prediction.

PERFORMANCE PENALTIES CALCULATED WITH THE EFB

Ident.: CDL-GEN-PERF-00019118.0001001 / 13 JUN 16
Applicable to: ALL

The takeoff, approach climb, and en-route performance with CDL items missing can be determined by selecting the missing items in the "CDL item..." menu of the EFB performance.
Items for which no performance penalty is indicated in this CDL chapter are referenced as negligible items. Select the number of negligible items in the "CDL item..." menu to determine performance impact when four or more of such items are missing.

CAUTION	The most limiting performance between the one computed with items missing and the one computed without item missing must be used.

21-03	Venturi Nozzle

Ident.: CDL-21-03-00022680.0002001 / 08 JUN 17
Applicable to: ALL

a)

21-03 VENTURI NOZZLE	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-08ZZZ-560Z-A*
May be missing provided that the hole is covered with a solid cover and the venturi nozzle is deactivated.
The venturi nozzle must be considered inoperative (*Refer to Item 21-23-03 Lavatory and Galley Isolation Valve*).
Note: *May be combined with any other item listed in CDL-21 chapter.*

– or –

b)

21-03 VENTURI NOZZLE	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-07ZZZ-560Z-A*
May be missing provided that the hole is covered with high speed tape and the venturi nozzle is deactivated.
The venturi nozzle must be considered inoperative (*Refer to Item 21-23-03 Lavatory and Galley Isolation Valve*).
Note: ***Notify Dispatch.***
Note: *Flight dispatch from TPE is not allowed.*
Note: *The flight is conducted unpressurized for ferry to where repair can be made only.*
Note: *May be combined with any other item listed in CDL-21 chapter.*

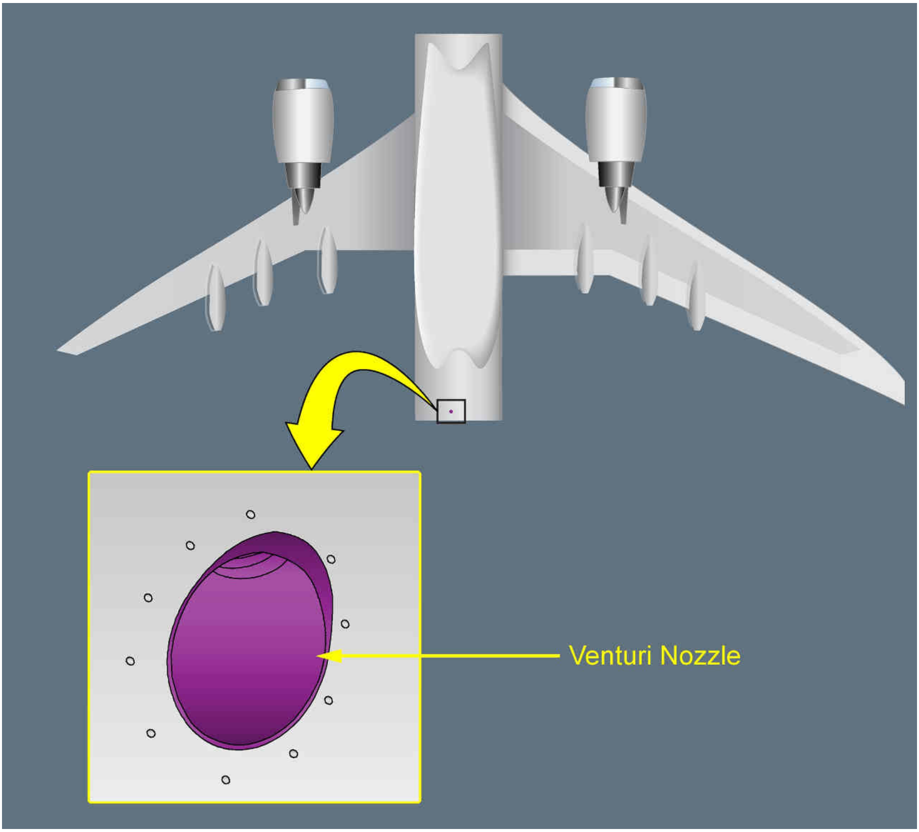
- **Limitations:**

  Only non-pressurized flight is permitted.

Refer to CDL-21-03 Illustration Venturi Nozzle

ILLUSTRATION VENTURI NOZZLE

Ident.: CDL-21-03-00022681.0002001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 21-03 Venturi Nozzle*.

21-04	Pack Ram Air Outlet Flap

Ident.: CDL-21-04-00024625.0001001 / 07 JUL 23
Applicable to: ALL

21-04 PACK RAM AIR OUTLET FLAP	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-21-53-54-01ZZZ-560Z-A*

One may be missing provided that the opposite pack is fully operative.

Note: ***Notify Dispatch.***

Note: *1. May be combined with any other item listed in CDL-21 chapter.*
2. Air conditioning system performance in heating mode may be decreased.

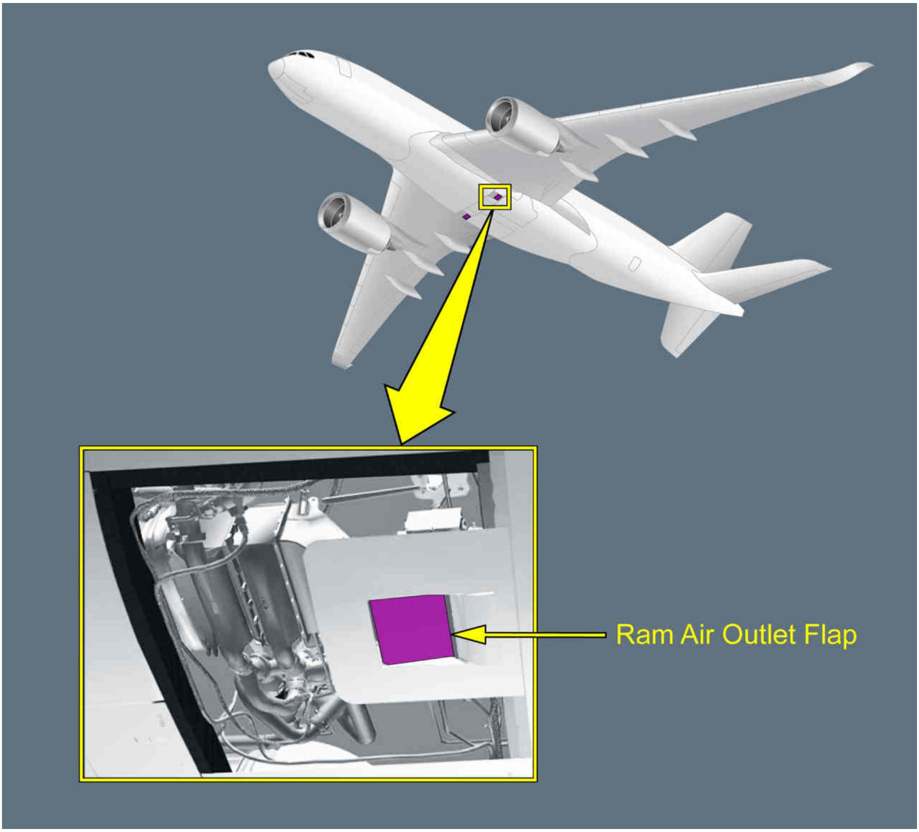
- **Performance:**

  The following performance penalties are applicable for a missing pack ram air outlet flap:
  - Takeoff and approach climb performance limiting weights are reduced by 1 000 kg (2 205 lb)
  - En-route performance limiting weight is reduced by 1 650 kg (3 638 lb)
  - Fuel consumption is increased by 1 % .

Refer to CDL-21-04 Illustration Pack Ram Air Outlet Flap

ILLUSTRATION PACK RAM AIR OUTLET FLAP

Ident.: CDL-21-04-00024626.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 21-04 Pack Ram Air Outlet Flap*

21-05	Pack Ram Air Inlet Flap

Ident.: CDL-21-05-00025591.0001001 / 28 APR 23
Applicable to: ALL

21-05 PACK RAM AIR INLET FLAP	Quantity installed 2

(m) *Refer to Maintenance Procedure*
One Rear Flap may be missing provided that:

- The associated forward flap is installed, and
- The rod is installed, and
- The actuator is deactivated in extended position.

The time limitation for a missing rear flap is 50 flight cycles. The associated rod must be checked every 10 flight cycles.
The associated pack is considered inoperative (*Refer to Item 21-50-07 Pack Ram Air Inlet Door*).

Note: ***Notify Dispatch.***

Note: *1. Each pack ram air inlet flap is composed of a forward flap and a rear flap.*
2. Each pack ram air inlet flap is equipped with a rod, a balancer and an actuator.
3. May be combined with CDL item 21-03 (Refer to 21-03 Venturi Nozzle) and with CDL item 21-04 (Refer to 21-04 Pack Ram Air Outlet Flap) since the associated pack is set to OFF.

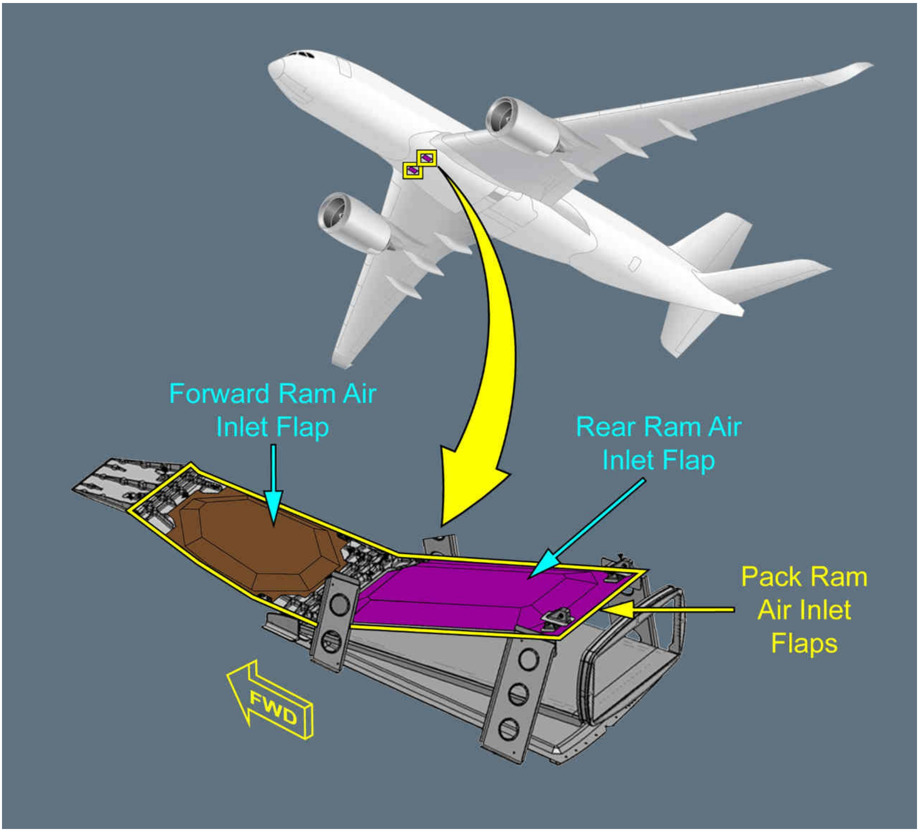
- **Performance:**

The following performance penalties are applicable for a missing pack ram air inlet flap:
- Takeoff and approach climb performance limiting weights are reduced by 107 kg (236 lb)
- En-route performance limiting weight is reduced by 177 kg (391 lb).

Refer to CDL-21-05 Illustration Pack Ram Air Inlet Flap

ILLUSTRATION PACK RAM AIR INLET FLAP

Ident.: CDL-21-05-00025592.0001001 / 06 MAR 23
Applicable to: ALL



For dispatch conditions: *Refer to 21-05 Pack Ram Air Inlet Flap*

23-01	Winglet and Wingtip Static Discharger

Ident.: CDL-23-01-00018793.0001001 / 19 JUN 18
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906

23-01 WINGLET AND WINGTIP STATIC DISCHARGER	Quantity installed 18

3 per wing must be installed.

Note: May be combined with any other item listed in CDL-23 chapter.

Refer to CDL-23-01 Illustration Winglet and Wingtip Static Discharger

23-01	Winglet and Wingtip Static Discharger

Ident.: CDL-23-01-00018793.8000001 / 01 DEC 23
1 **Applicable to: B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

23-01 WINGLET AND WINGTIP STATIC DISCHARGER	Quantity installed 8

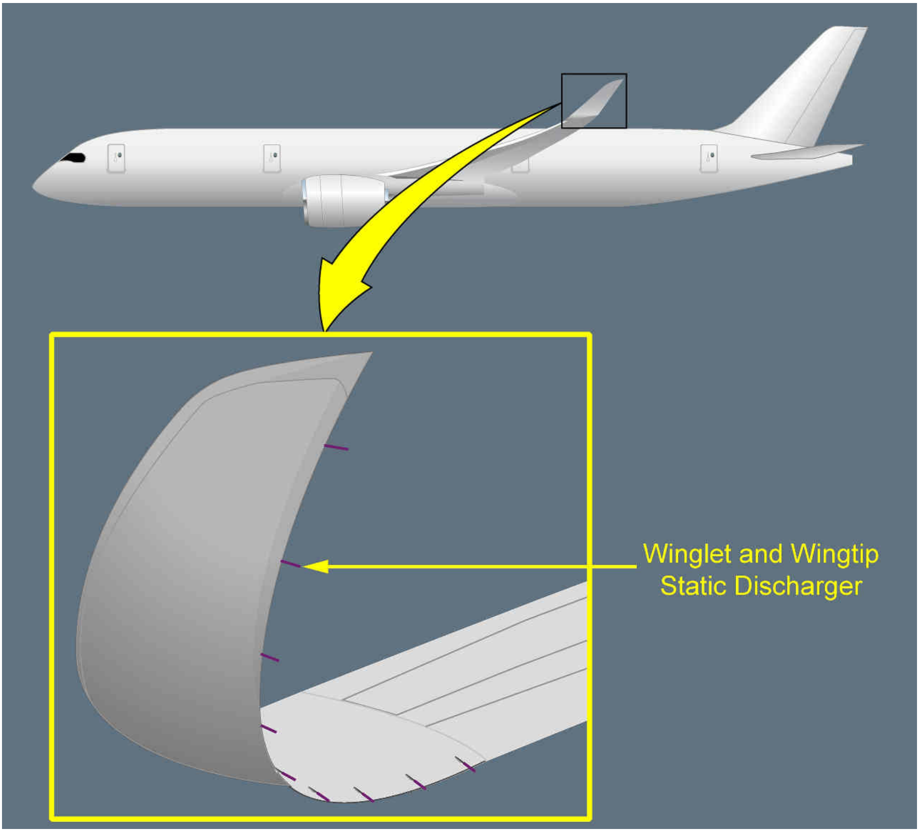
3 per wing must be installed.

Note: May be combined with any other item listed in CDL-23 chapter.

Refer to CDL-23-01 Illustration Winglet and Wingtip Static Discharger

ILLUSTRATION WINGLET AND WINGTIP STATIC DISCHARGER

Ident.: CDL-23-01-00018794.0001001 / 07 FEB 17
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906

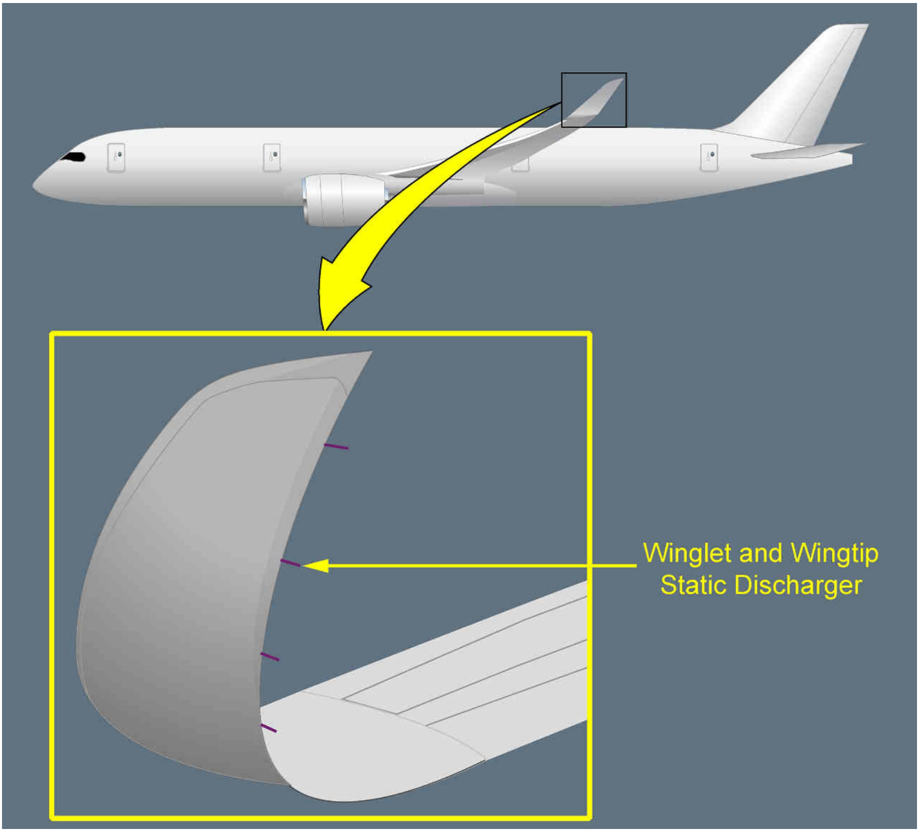


For dispatch conditions: *Refer to 23-01 Winglet and Wingtip Static Discharger*.

ILLUSTRATION WINGLET AND WINGTIP STATIC DISCHARGER

Ident.: CDL-23-01-00018794.0002001 / 13 MAR 17

2 **Applicable to: B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**



For dispatch conditions: *Refer to 23-01 Winglet and Wingtip Static Discharger*.

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23-02	Aileron Static Discharger

Ident.: CDL-23-02-00020354.0001001 / 19 JUN 18
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906

23-02 AILERON STATIC DISCHARGER	Quantity installed 6

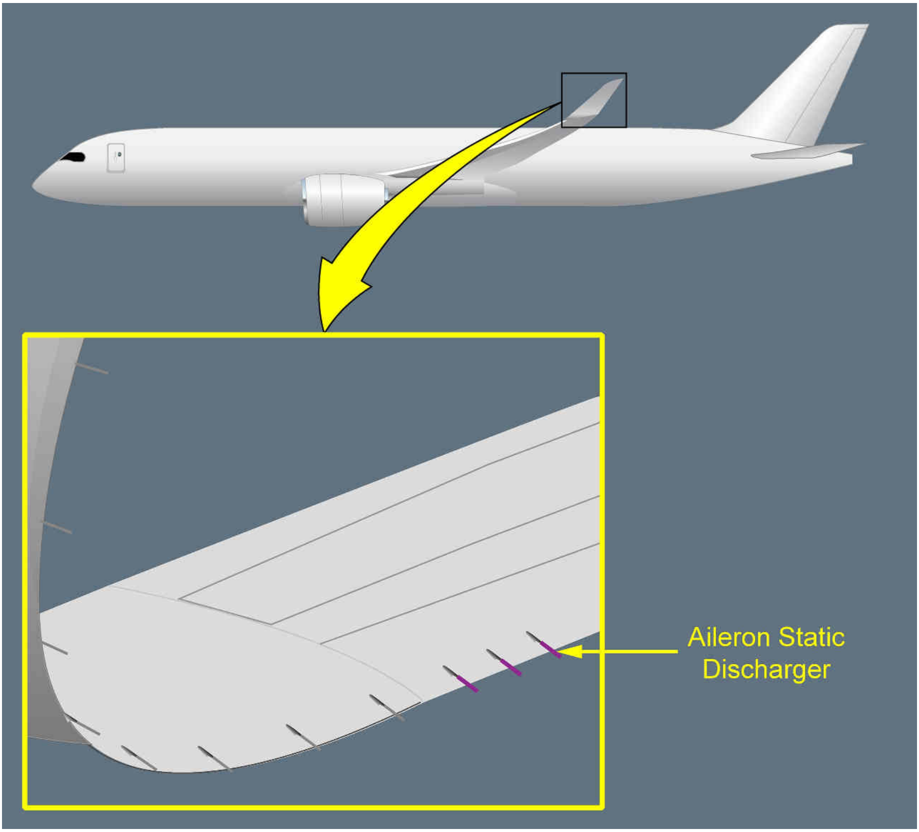
All may be missing.

Note: May be combined with any other item listed in CDL-23 chapter.

Refer to CDL-23-02 Illustration Aileron Static Discharger

ILLUSTRATION AILERON STATIC DISCHARGER

Ident.: CDL-23-02-00020356.0001001 / 07 FEB 17
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906



For dispatch conditions: *Refer to 23-02 Aileron Static Discharger*.

23-03	VTP Static Discharger

Ident.: CDL-23-03-00018795.0001001 / 19 JUN 18
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906

23-03 VTP STATIC DISCHARGER	Quantity installed 8

3 must be installed.

Note: May be combined with any other item listed in CDL-23 chapter.

Refer to CDL-23-03 Illustration VTP Static Discharger

23-03	VTP Static Discharger

Ident.: CDL-23-03-00018795.8000002 / 01 DEC 23
1 **Applicable to: B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

23-03 VTP STATIC DISCHARGER	Quantity installed 4

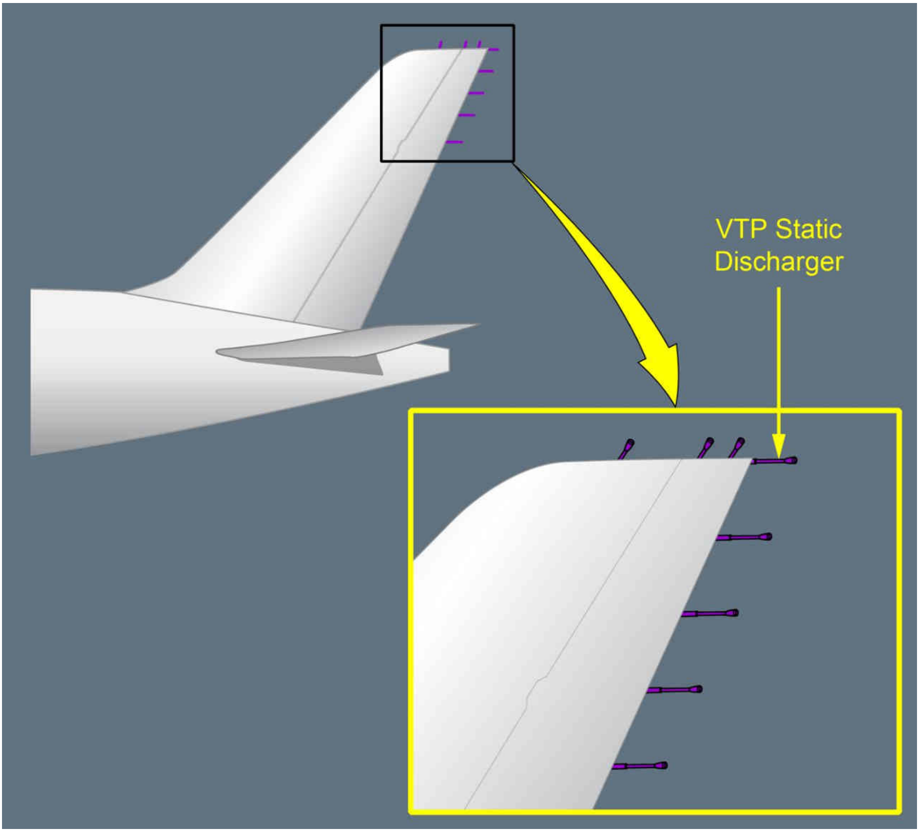
3 must be installed.

Note: May be combined with any other item listed in CDL-23 chapter.

Refer to CDL-23-03 Illustration VTP Static Discharger

ILLUSTRATION VTP STATIC DISCHARGER

Ident.: CDL-23-03-00019568.0001001 / 02 OCT 14
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906

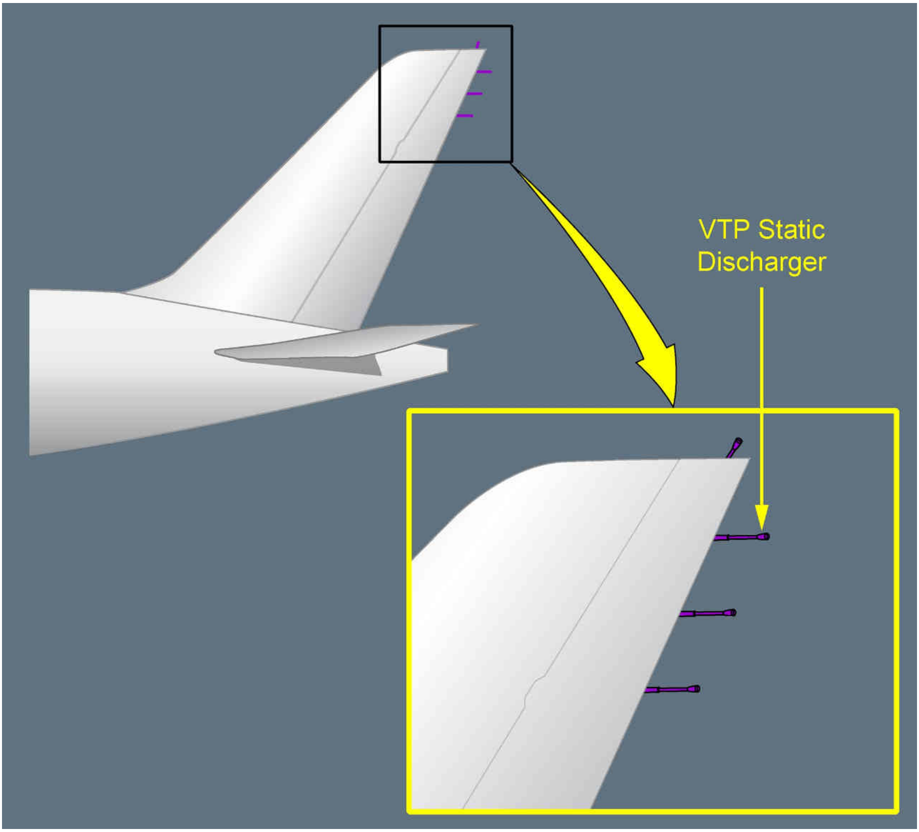


For dispatch conditions: *Refer to 23-03 VTP Static Discharger*.

ILLUSTRATION VTP STATIC DISCHARGER

Ident.: CDL-23-03-00019568.0002001 / 13 MAR 17

2 **Applicable to: B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**



For dispatch conditions: *Refer to 23-03 VTP Static Discharger*.

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23-04	HTP Static Discharger

Ident.: CDL-23-04-00018791.0001001 / 09 JUL 19
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906

23-04 HTP STATIC DISCHARGER	Quantity installed 16

4 per HTP side must be installed.

Note: *May be combined with any other item listed in CDL-23 chapter.*

Refer to CDL-23-04 Illustration HTP Static Discharger

23-04	HTP Static Discharger

Ident.: CDL-23-04-00018791.8000003 / 01 DEC 23
1 **Applicable to: B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

23-04 HTP STATIC DISCHARGER	Quantity installed 14

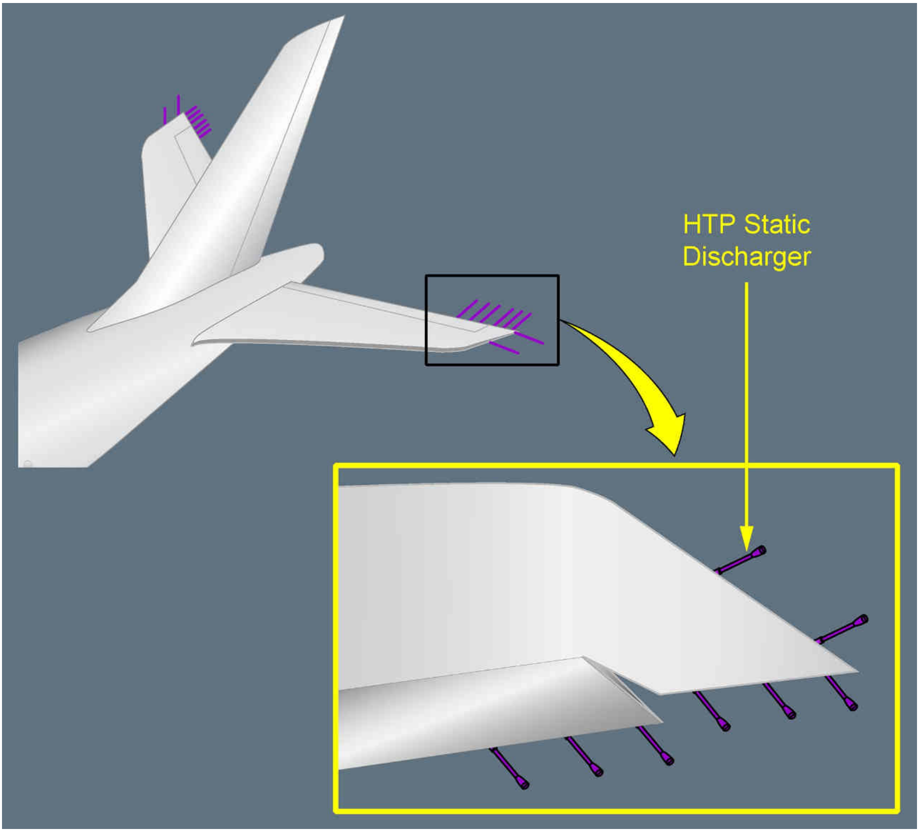
4 per HTP side must be installed.

Note: *May be combined with any other item listed in CDL-23 chapter.*

Refer to CDL-23-04 Illustration HTP Static Discharger

ILLUSTRATION HTP STATIC DISCHARGER

Ident.: CDL-23-04-00018792.0001001 / 07 JUL 16
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906

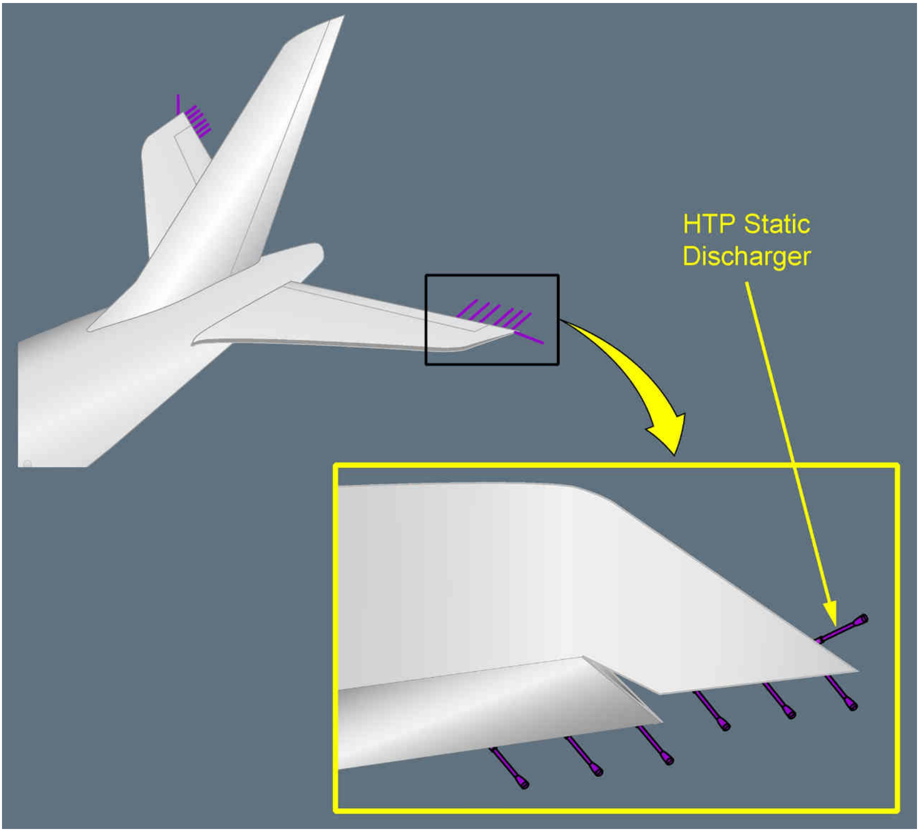


For dispatch conditions: *Refer to 23-04 HTP Static Discharger*.

ILLUSTRATION HTP STATIC DISCHARGER

Ident.: CDL-23-04-00018792.0002001 / 13 MAR 17

2 **Applicable to: B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**



For dispatch conditions: *Refer to 23-04 HTP Static Discharger*.

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23-09	ELT Antenna

Ident.: CDL-23-09-00026076.0001001 / 01 DEC 23
Applicable to: ALL

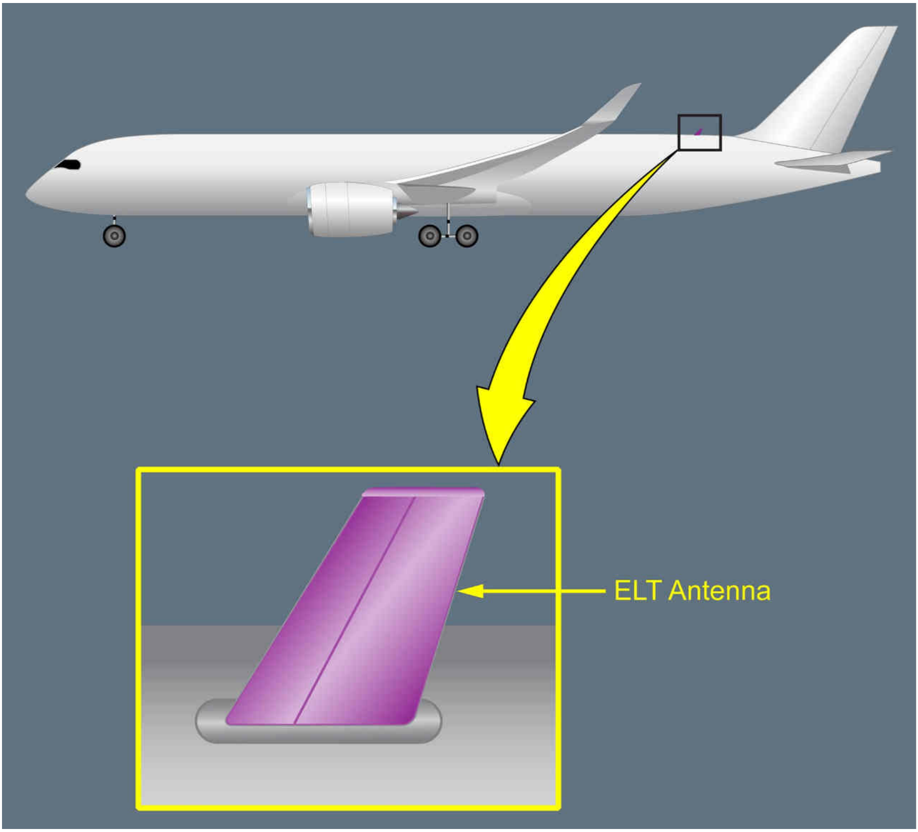
23-09 ELT ANTENNA	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-25-69-11-04ZZZ-560Z-A*
The antenna blade may be missing provided that the base plate is still in place and the ELT is deactivated. A visual inspection must be performed before each flight to ensure that there is no additional damage or contamination.
The ELT must be considered inoperative (*Refer to Item 25-69-01 Fixed (Automatic) Emergency Locator Transmitter*).
Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-23 chapter.*

Refer to CDL-23-09 Illustration ELT Antenna

ILLUSTRATION ELT ANTENNA

Ident.: CDL-23-09-00026077.0001001 / 01 DEC 23
Applicable to: ALL



For dispatch conditions: *Refer to 23-09 ELT Antenna*.

23-10	VTP Taxi Aid Camera Fairing Glazing

1 Ident.: CDL-23-10-00024261.0001001 / 12 JAN 24
Applicable to: B-18919

23-10 VTP TAXI AID CAMERA FAIRING GLAZING	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-23-75-17-05ZZZ-560Z-A*
May be missing provided that the hole is covered and the camera is deactivated.
The camera must be considered inoperative (*Refer to Item 23-75-01 Taxiing Aid Camera*).

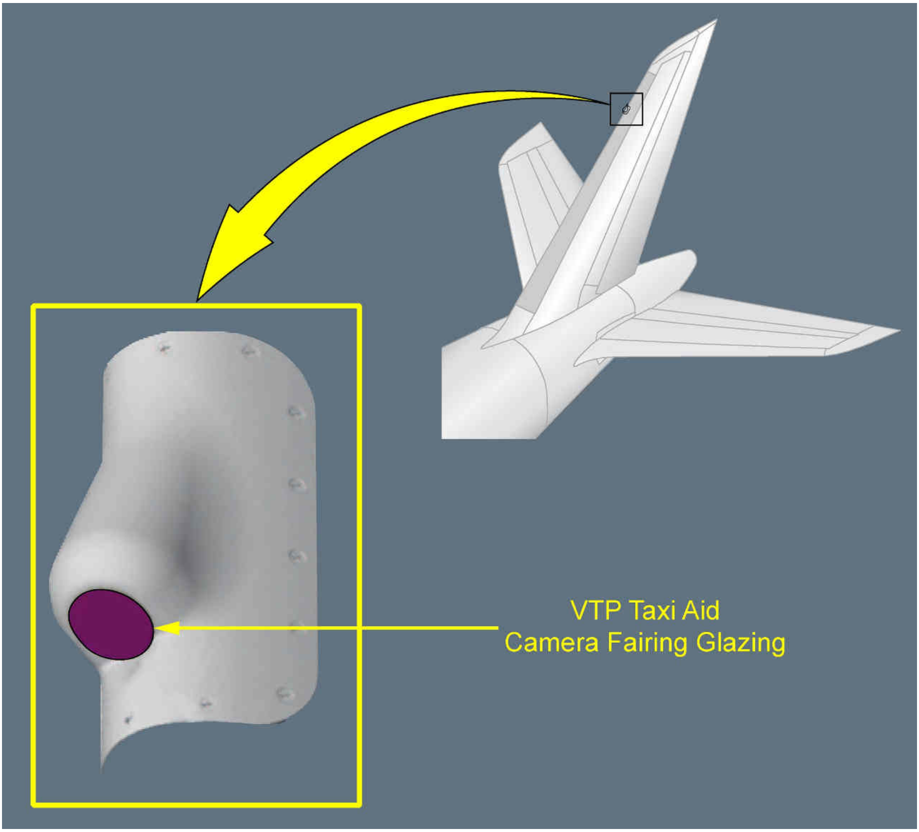
Note: May be combined with any other item listed in CDL-23 chapter.

Refer to CDL-23-10 Illustration VTP Taxi Aid Camera Fairing Glazing

ILLUSTRATION VTP TAXI AID CAMERA FAIRING GLAZING

2 Ident.: CDL-23-10-00024262.0001001 / 12 JAN 24
Applicable to: B-18919

3



For dispatch conditions: *Refer to 23-10 VTP Taxi Aid Camera Fairing Glazing*.

23-11	Belly Taxi Aid Camera

1 Ident.: CDL-23-11-00021245.0001001 / 12 JAN 24
Applicable to: B-18919

a)

23-11 BELLY TAXI AID CAMERA	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-23-75-17-04ZZZ-560Z-A*
May be missing provided that the hole is covered with a solid cover and the camera is deactivated.
The camera must be considered inoperative (*Refer to Item 23-75-01 Taxiing Aid Camera*).
Note: *May be combined with any other item listed in CDL-23 chapter.*

– or –

2 **b)**

23-11 BELLY TAXI AID CAMERA	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-23-75-17-03ZZZ-560Z-A*
May be missing provided that the hole is covered with high speed tape and the camera is deactivated.
The camera must be considered inoperative (*Refer to Item 23-75-01 Taxiing Aid Camera*).
Note: ***Notify Dispatch.***
Note: *Flight dispatch from TPE is not allowed.*
Note: *The flight is conducted unpressurized for ferry to where repair can be made only.*
Note: *May be combined with any other item listed in CDL-23 chapter.*

- **Limitations:**

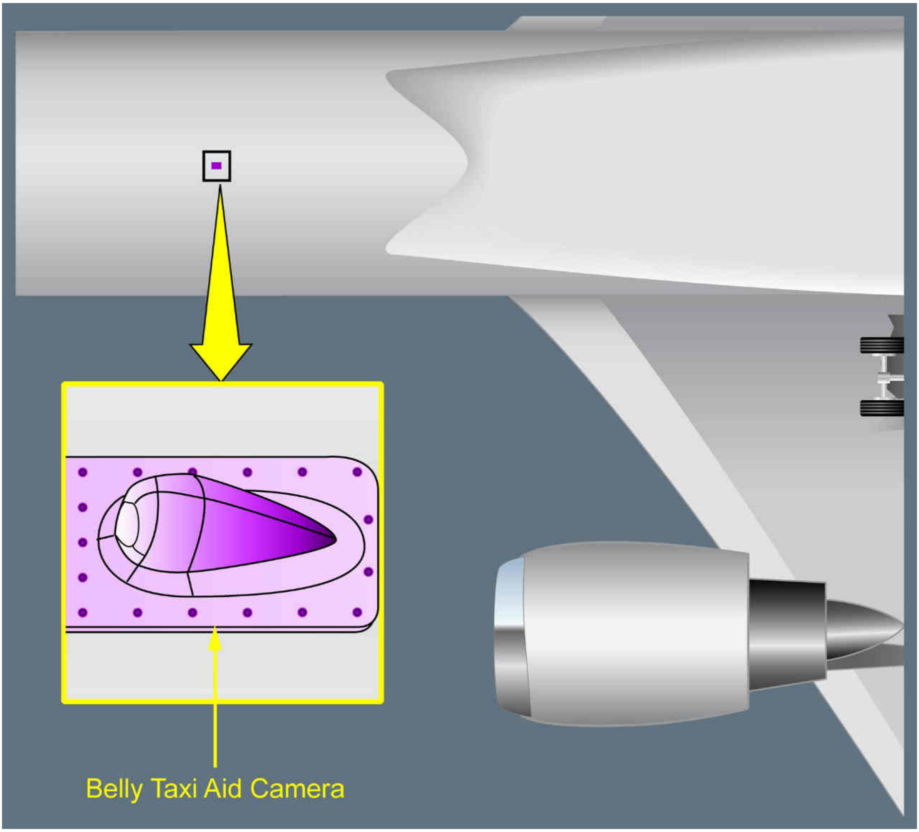
  Only non-pressurized flight is permitted.

Refer to CDL-23-11 Illustration Belly Taxi Aid Camera

ILLUSTRATION BELLY TAXI AID CAMERA

3 Ident.: CDL-23-11-00021246.0001001 / 12 JAN 24
Applicable to: B-18919

4



For dispatch conditions: *Refer to 23-11 Belly Taxi Aid Camera*.

27-01	Droop Nose Inboard Seal

Ident.: CDL-27-01-00020113.0001001 / 07 JUL 23
Applicable to: ALL

a)

27-01 DROOP NOSE INBOARD SEAL	Quantity installed 6

All may be missing provided that the Droop Nose Device Inner End Filling Panel is removed and CDL 57-35 Droop Nose Device Inner End Filling Panel (*Refer to 57-35 Droop Nose Device Inner End Filling Panel*) is applied.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

- **Performance:**

The following performance penalties are applicable:
- If 143 cm (56 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 35 kg (78 lb) per meter (39 in) of missing seal
- If 276 cm (108 in) or more of seal are missing, en-route performance limiting weight is reduced by 58 kg (128 lb) per meter (39 in) of missing seal.

– or –

b)

27-01 DROOP NOSE INBOARD SEAL	Quantity installed 6

(m) *Refer to Maintenance Procedure A350-A-57-44-63-02ZZZ-560Z-A*

All may be missing provided that any loose or flapping seal material is cut off. The cut off area of the seal is covered by high-speed tape.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

- **Performance:**

The following performance penalties are applicable:
- If 143 cm (56 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 35 kg (78 lb) per meter (39 in) of missing seal
- If 276 cm (108 in) or more of seal are missing, en-route performance limiting weight is reduced by 58 kg (128 lb) per meter (39 in) of missing seal.

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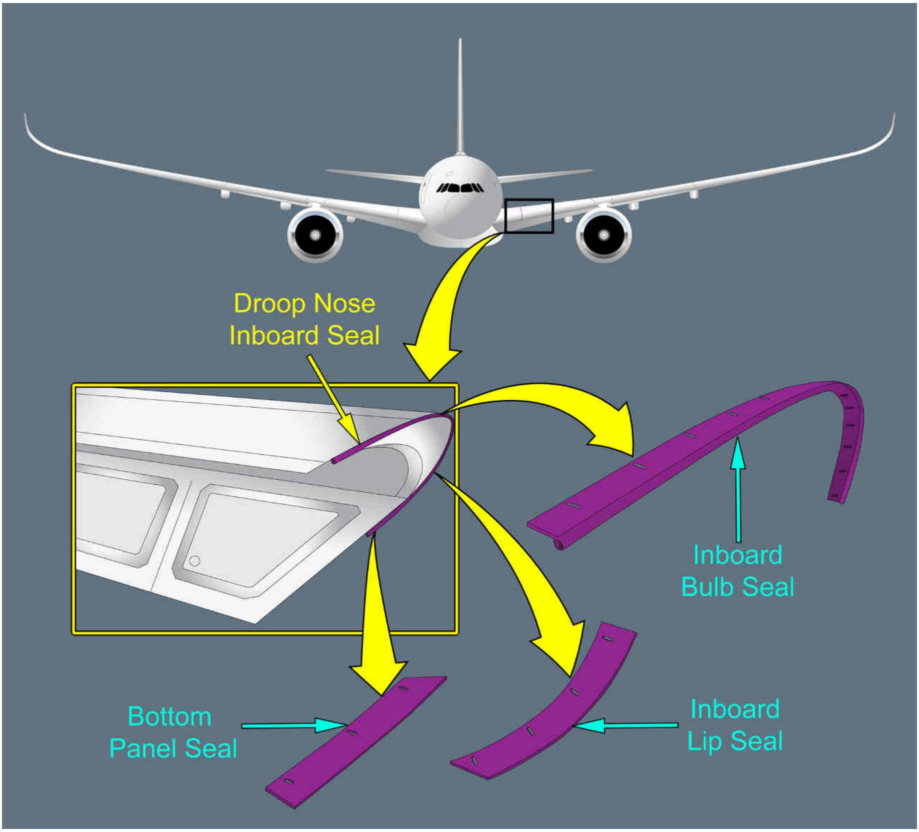
Refer to CDL-27-01 Illustration Droop Nose Inboard Seal

ILLUSTRATION DROOP NOSE INBOARD SEAL

Ident.: CDL-27-01-00020114.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 27-01 Droop Nose Inboard Seal*.

27-02	Droop Nose Outboard Seal

Ident.: CDL-27-02-00020116.0001001 / 08 JUN 17
Applicable to: ALL

27-02 DROOP NOSE OUTBOARD SEAL	Quantity installed 4

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

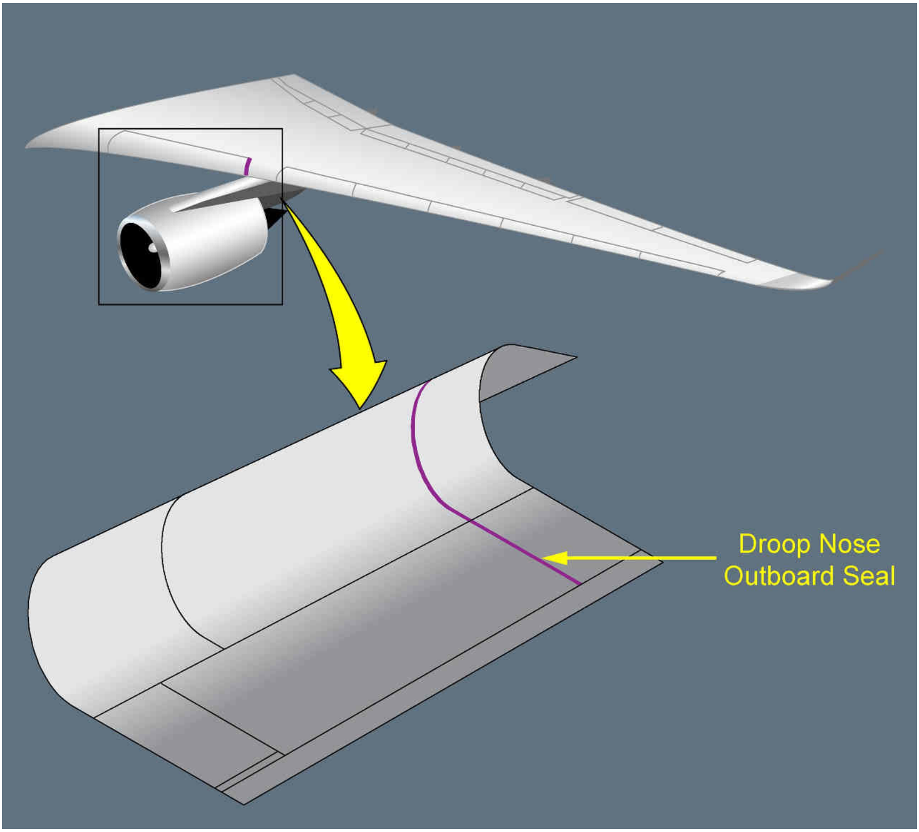
- **Performance:**

  The following performance penalties are applicable:
  - If 100 cm (39 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 50 kg (111 lb) per meter (39 in) of missing seal
  - If 193 cm (75 in) or more of seal are missing, en-route performance limiting weight is reduced by 83 kg (183 lb) per meter (39 in) of missing seal.

Refer to CDL-27-02 Illustration Droop Nose Outboard Seal

ILLUSTRATION DROOP NOSE OUTBOARD SEAL

Ident.: CDL-27-02-00020117.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 27-02 Droop Nose Outboard Seal*.

27-03	Droop Nose Lower Seal

Ident.: CDL-27-03-00020118.0001001 / 06 FEB 17
Applicable to: ALL

27-03 DROOP NOSE LOWER SEAL	Quantity installed 8

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

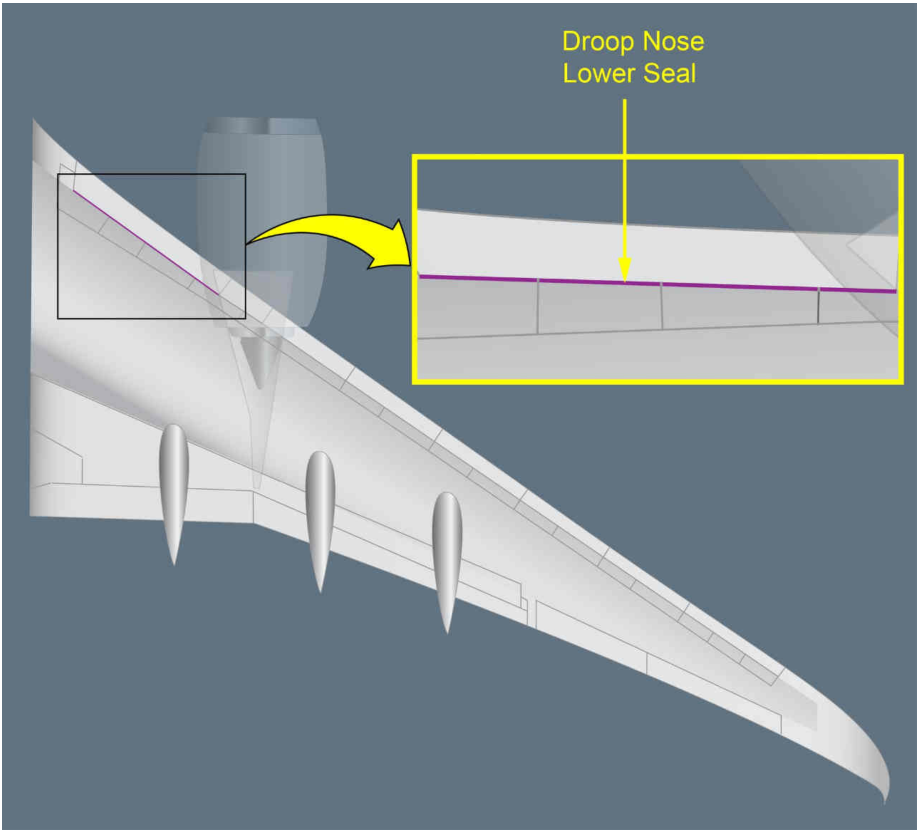
- **Performance:**

  The following performance penalties are applicable:
  - If 250 cm (98 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 20 kg (45 lb) per meter (39 in) of missing seal
  - If 485 cm (190 in) or more of seal are missing, en-route performance limiting weight is reduced by 33 kg (73 lb) per meter (39 in) of missing seal
  - If 1 000 cm (393 in) or more of seal are missing, fuel consumption is increased by 0.02 % per meter (39 in) of missing seal.

Refer to CDL-27-03 Illustration Droop Nose Lower Seal

ILLUSTRATION DROOP NOSE LOWER SEAL

Ident.: CDL-27-03-00020119.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-03 Droop Nose Lower Seal*.

27-04	Droop Nose Spanwise Pressure Seal

Ident.: CDL-27-04-00020149.0001001 / 08 JUN 17
Applicable to: ALL

27-04 DROOP NOSE SPANWISE PRESSURE SEAL	Quantity installed 30

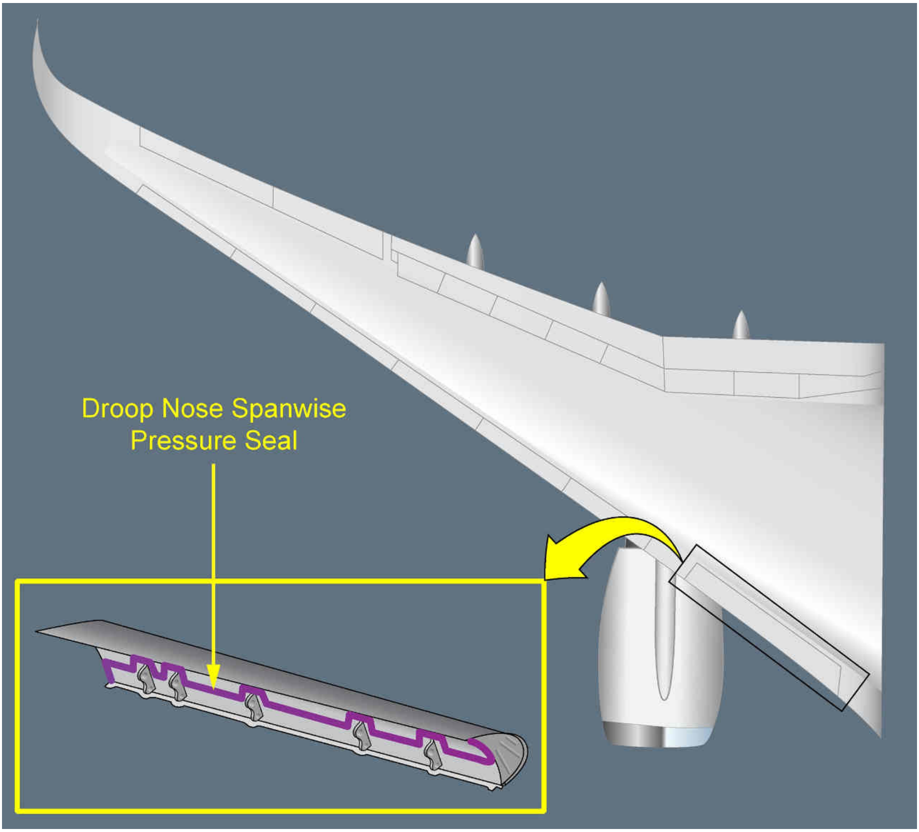
Up to 15.24 cm (6 in) of seal per wing may be missing provided that any loose or flapping seal material is cut off.

Note: May be combined with any other item listed in CDL-27 chapter.

Refer to CDL-27-04 Illustration Droop Nose Spanwise Pressure Seal

ILLUSTRATION DROOP NOSE SPANWISE PRESSURE SEAL

Ident.: CDL-27-04-00020150.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 27-04 Droop Nose Spanwise Pressure Seal*.

27-05	Slat 2 Lower Trailing Edge Seal

Ident.: CDL-27-05-00020140.0001001 / 06 FEB 17
Applicable to: ALL

27-05 SLAT 2 LOWER TRAILING EDGE SEAL	Quantity installed 8

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

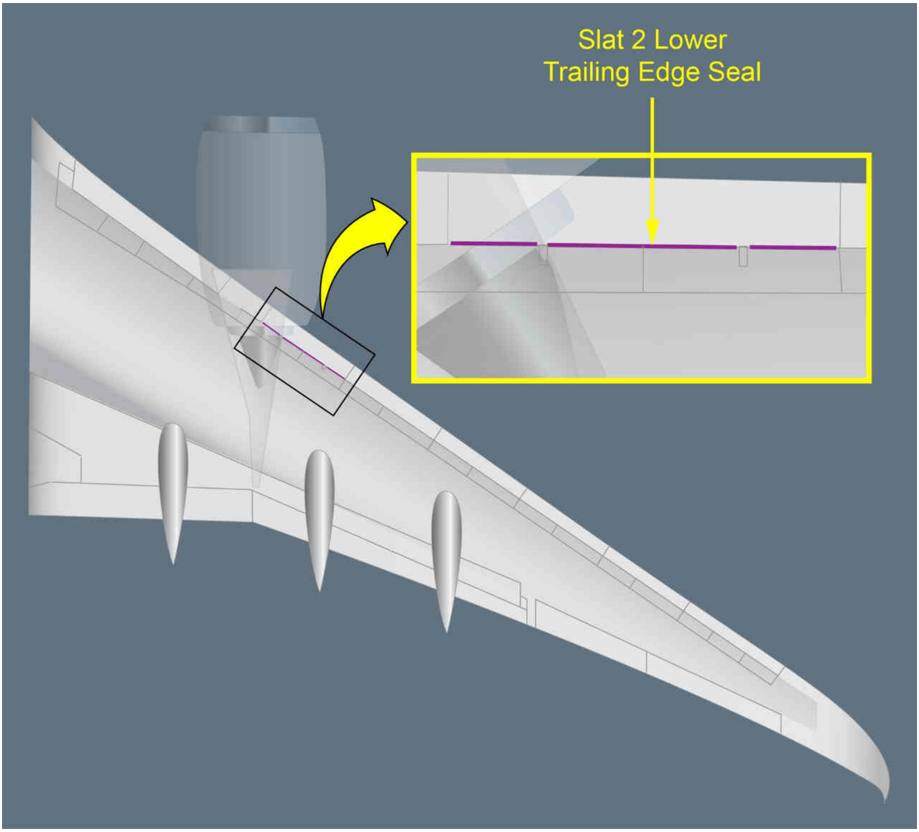
- **Performance:**

  The following performance penalties are applicable:
  - If 91 cm (35 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 55 kg (122 lb) per meter (39 in) of missing seal
  - If 176 cm (69 in) or more of seal are missing, en-route performance limiting weight is reduced by 91 kg (201 lb) per meter (39 in) of missing seal
  - If 364 cm (143 in) or more of seal are missing, fuel consumption is increased by 0.06 % per meter (39 in) of missing seal.

Refer to CDL-27-05 Illustration Slat 2 Lower Trailing Edge Seal

ILLUSTRATION SLAT 2 LOWER TRAILING EDGE SEAL

Ident.: CDL-27-05-00020141.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-05 Slat 2 Lower Trailing Edge Seal*.

27-06	Slat 6 Lower Trailing Edge Seal

Ident.: CDL-27-06-00020142.0001001 / 06 FEB 17
Applicable to: ALL

27-06 SLAT 6 LOWER TRAILING EDGE SEAL	Quantity installed 8

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

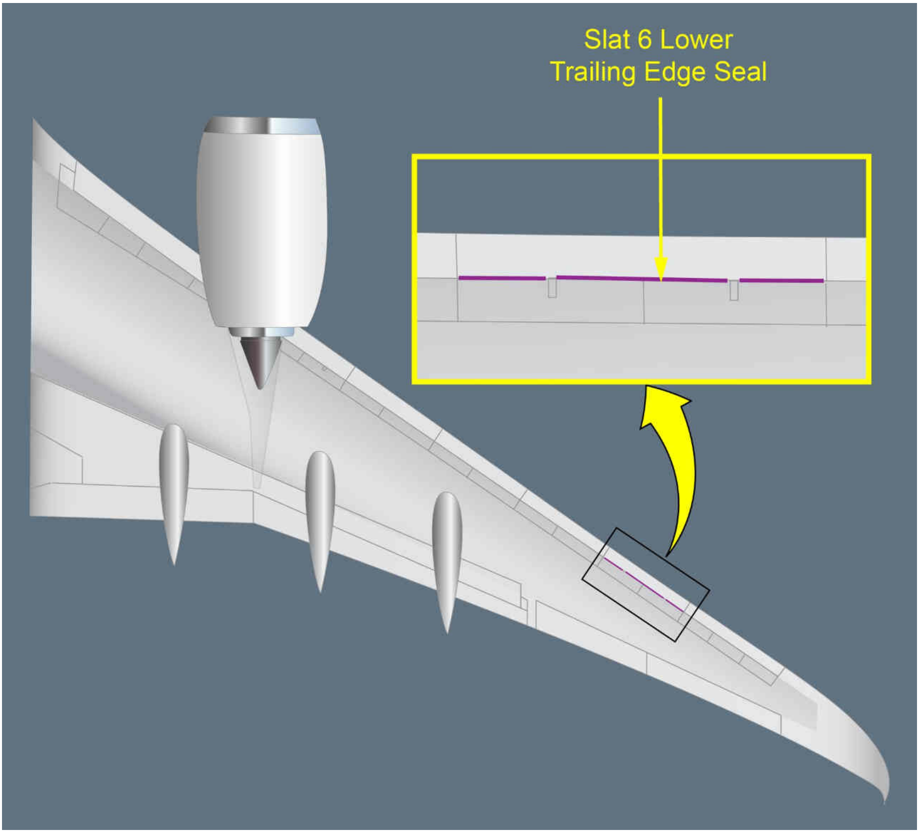
- **Performance:**

  The following performance penalties are applicable:
  - If 500 cm (196 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 10 kg (23 lb) per meter (39 in) of missing seal.

Refer to CDL-27-06 Illustration Slat 6 Lower Trailing Edge Seal

ILLUSTRATION SLAT 6 LOWER TRAILING EDGE SEAL

Ident.: CDL-27-06-00020143.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-06 Slat 6 Lower Trailing Edge Seal*.

27-07	Slat 7 Lower Trailing Edge Seal

Ident.: CDL-27-07-00020144.0001001 / 06 FEB 17
Applicable to: ALL

27-07 SLAT 7 LOWER TRAILING EDGE SEAL	Quantity installed 8

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

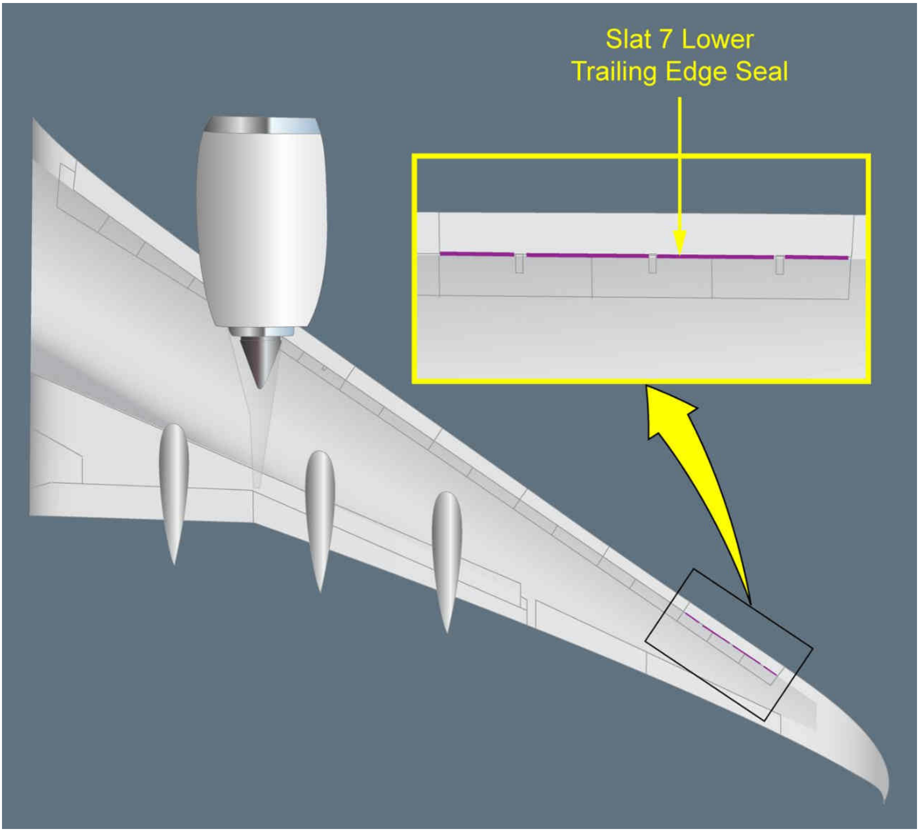
- **Performance:**

  The following performance penalties are applicable:
  - If 250 cm (98 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 20 kg (45 lb) per meter (39 in) of missing seal
  - If 485 cm (190 in) or more of seal are missing, en-route performance limiting weight is reduced by 33 kg (78 lb) per meter (39 in) of missing seal.

Refer to CDL-27-07 Illustration Slat 7 Lower Trailing Edge Seal

ILLUSTRATION SLAT 7 LOWER TRAILING EDGE SEAL

Ident.: CDL-27-07-00020145.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-07 Slat 7 Lower Trailing Edge Seal*.

27-08	Slat End Flipper Seal

Ident.: CDL-27-08-00020146.0001001 / 08 JUN 17
Applicable to: ALL

27-08 SLAT END FLIPPER SEAL	Quantity installed 10

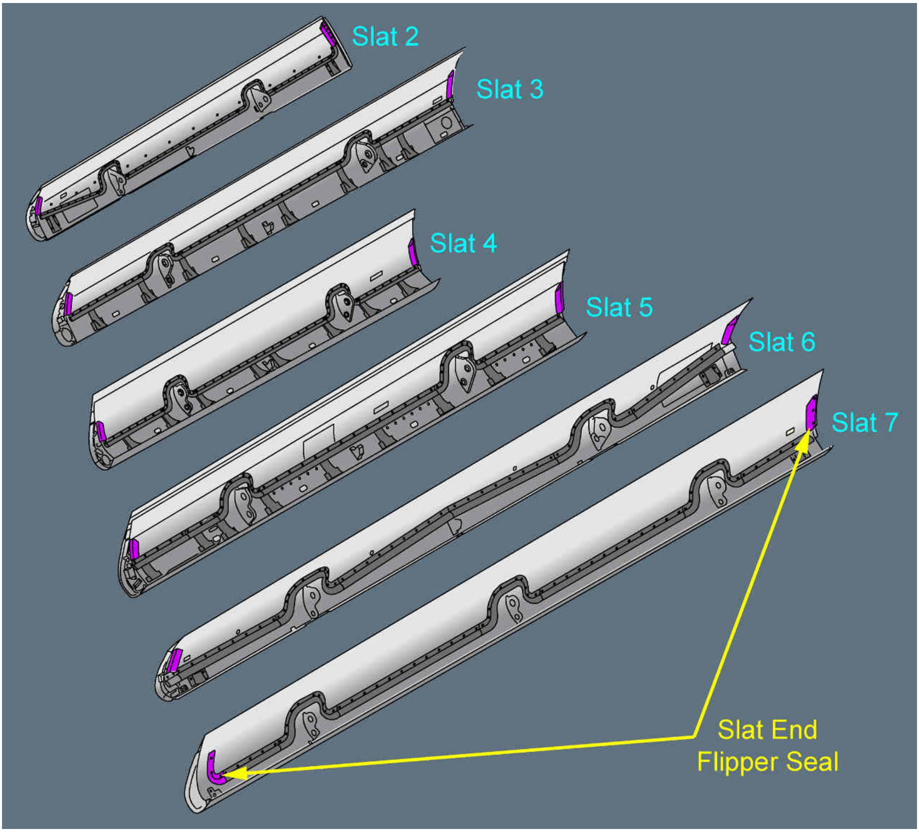
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-27 chapter.*

Refer to CDL-27-08 Illustration Slat End Flipper Seal

ILLUSTRATION SLAT END FLIPPER SEAL

Ident.: CDL-27-08-00020147.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 27-08 Slat End Flipper Seal*.

27-10	Slat Spanwise Pressure Seal

Ident.: CDL-27-10-00020152.0001001 / 08 JUN 17
Applicable to: ALL

27-10 SLAT SPANWISE PRESSURE SEAL	Quantity installed 92

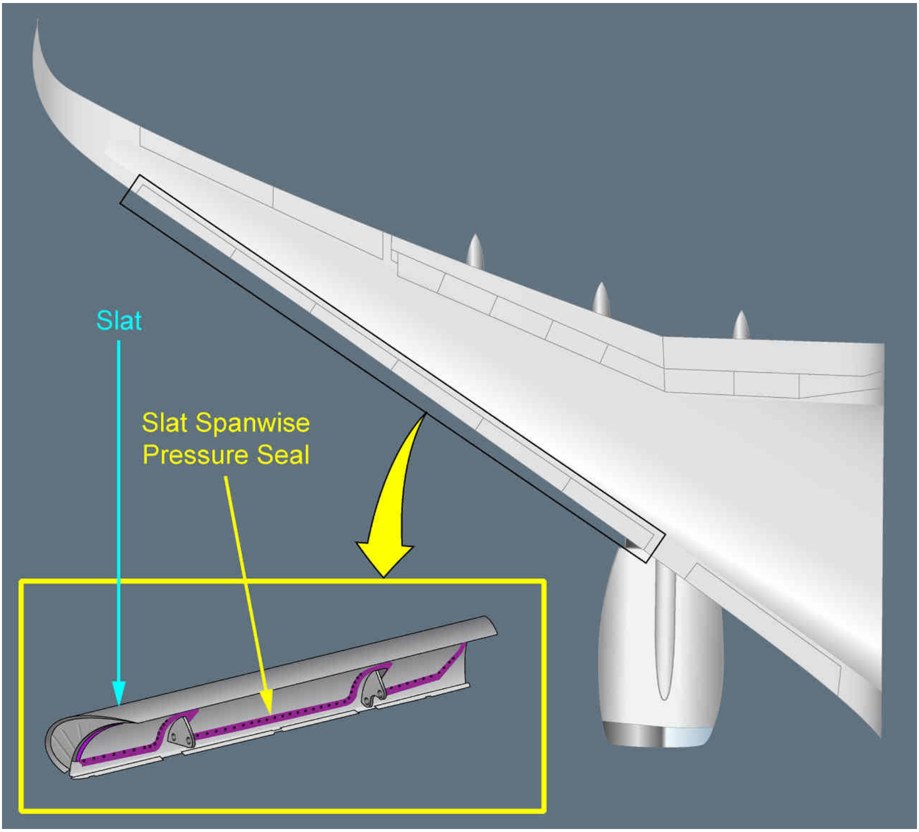
Up to 15.24 cm (6 in) of seal per slat may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-27 chapter.*

Refer to CDL-27-10 Illustration Slat Spanwise Pressure Seal

ILLUSTRATION SLAT SPANWISE PRESSURE SEAL

Ident.: CDL-27-10-00020153.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 27-10 Slat Spanwise Pressure Seal*.

27-11	Flap Track Aft Tip Fairing

Ident.: CDL-27-11-00019569.0001001 / 06 FEB 17
Applicable to: ALL

27-11 FLAP TRACK AFT TIP FAIRING	Quantity installed 6

(m) *Refer to Maintenance Procedure A350-A-57-57-XX-03ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-27 chapter.*

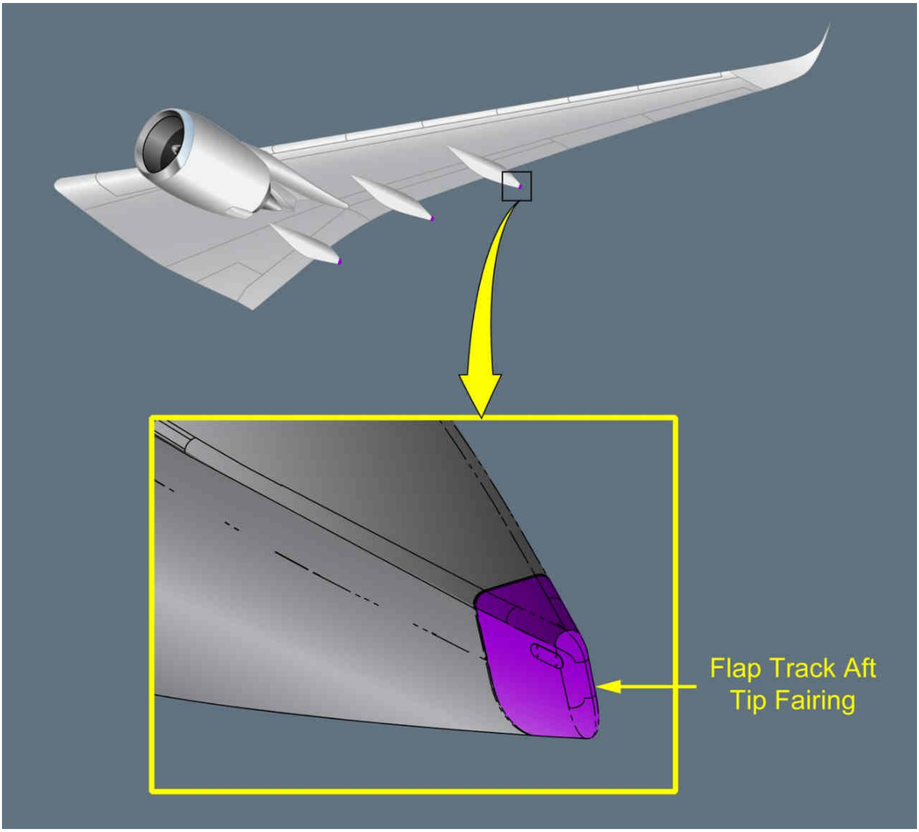
- **Performance:**

  The following performance penalties are applicable per missing fairing:
  - Takeoff and approach climb performance limiting weights are reduced by 338 kg (746 lb)
  - En-route performance limiting weight is reduced by 561 kg (1 237 lb)
  - Fuel consumption is increased by 0.34 %.

Refer to CDL-27-11 Illustration Flap Track Aft Tip Fairing

ILLUSTRATION FLAP TRACK AFT TIP FAIRING

Ident.: CDL-27-11-00019570.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-11 Flap Track Aft Tip Fairing*.

27-12	Slat 2, 5, 6, 7 Weather Seal

Ident.: CDL-27-12-00023835.0001001 / 28 APR 23
Applicable to: ALL

27-12 SLAT 2, 5, 6, 7 WEATHER SEAL	Quantity installed 10

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

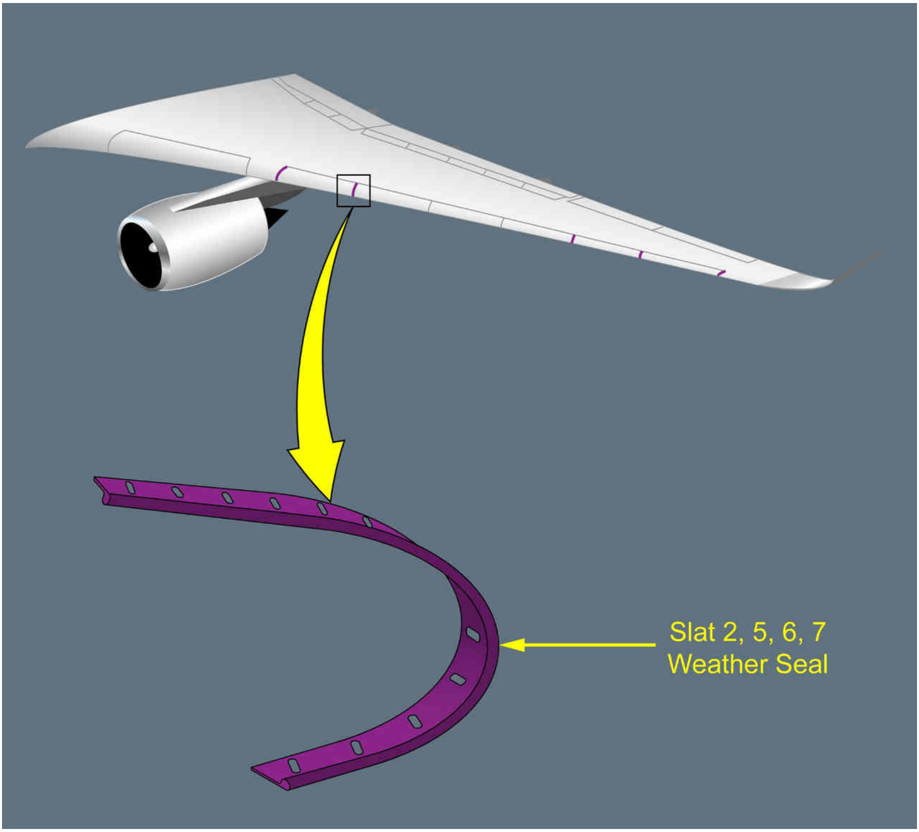
- **Performance:**

  The following performance penalties are applicable:
  - If 50 cm (19 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 100 kg (221 lb) per meter (39 in) of missing seal
  - If 97 cm (37 in) or more of seal are missing, en-route performance limiting weight is reduced by 166 kg (366 lb) per meter (39 in) of missing seal
  - If 199 cm (77 in) or more of seal are missing, fuel consumption is increased by 0.11 % per meter (39 in) of missing seal.

Refer to CDL-27-12 Illustration Slat 2, 5, 6, 7 Weather Seal

ILLUSTRATION SLAT 2, 5, 6, 7 WEATHER SEAL

Ident.: CDL-27-12-00023836.0001001 / 06 MAR 23
Applicable to: ALL



For dispatch conditions: *Refer to 27-12 Slat 2, 5, 6, 7 Weather Seal*.

27-13	**Slat 3, 4 Weather Seal**

Ident.: CDL-27-13-00023805.0001001 / 28 APR 23
Applicable to: ALL

27-13 **SLAT 3, 4 WEATHER SEAL**	**Quantity installed** **4**

(m) *Refer to Maintenance Procedure A350-A-30-11-XX-01ZZZ-560Z-A*
All may be missing provided that any loose or flapping seal material is cut off and the associated wing-anti ice valve is deactivated in the closed position.
The wing anti-ice valve must be considered inoperative (*Refer to Item 30-11-01 Wing Anti-Ice Valve*).

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

- **Limitations:**

  Avoid icing conditions

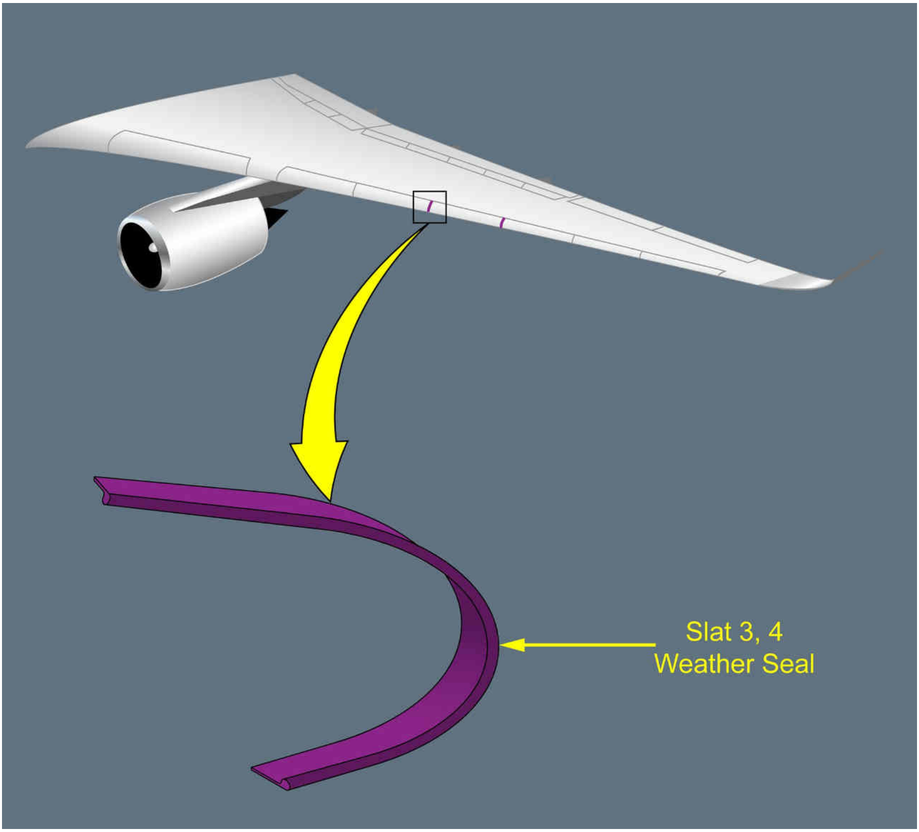
- **Performance:**

  The following performance penalties are applicable:
  - If 46 cm (18 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 109 kg (241 lb) per meter (39 in) of missing seal
  - If 89 cm (34 in) or more of seal are missing, en-route performance limiting weight is reduced by 180 kg (397 lb) per meter (39 in) of missing seal
  - If 182 cm (71 in) or more of seal are missing, fuel consumption is increased by 0.11 % per meter (39 in) of missing seal.

Refer to CDL-27-13 Illustration Slat 3, 4 Weather Seal

ILLUSTRATION SLAT 3, 4 WEATHER SEAL

Ident.: CDL-27-13-00023806.0001001 / 06 MAR 23
Applicable to: ALL



For dispatch conditions: *Refer to 27-13 Slat 3, 4 Weather Seal*.

27-14	Flap Track Fairing Attachment Point Cover

Ident.: CDL-27-14-00019583.0001001 / 20 JUL 15
Applicable to: ALL

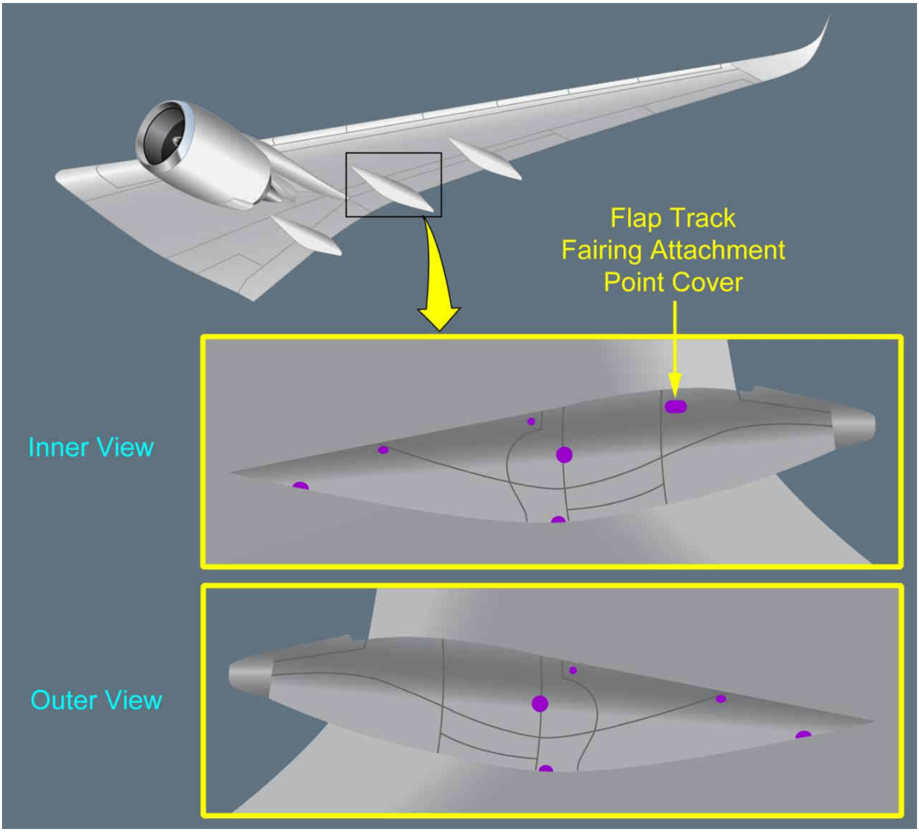
27-14 FLAP TRACK FAIRING ATTACHMENT POINT COVER	Quantity installed 54

(m) *Refer to Maintenance Procedure A350-A-57-57-61-03ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-27 chapter.*

Refer to CDL-27-14 Illustration Flap Track Fairing Attachment Point Cover

ILLUSTRATION FLAP TRACK FAIRING ATTACHMENT POINT COVER

Ident.: CDL-27-14-00019585.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-14 Flap Track Fairing Attachment Point Cover*.

27-15	Flap Track Aft Fairing Seal

Ident.: CDL-27-15-00020234.0001001 / 06 FEB 17
Applicable to: ALL

27-15 FLAP TRACK AFT FAIRING SEAL	Quantity installed 18

Up to 200 cm (78 in) of seal per fairing may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

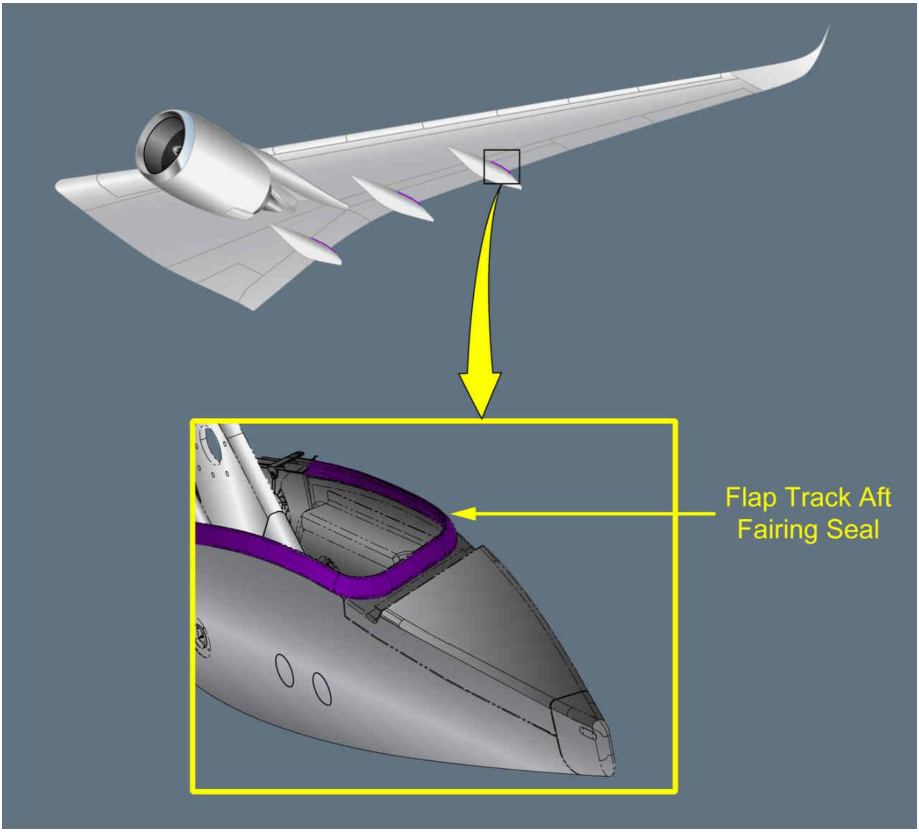
- **Performance:**

  The following performance penalties are applicable:
  - If 40 cm (15 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 125 kg (276 lb) per meter (39 in) of missing seal
  - If 78 cm (30 in) or more of seal are missing, en-route performance limiting weight is reduced by 207 kg (457 lb) per meter (39 in) of missing seal
  - If 160 cm (62 in) or more of seal are missing, fuel consumption is increased by 0.13 % per meter (39 in) of missing seal.

Refer to CDL-27-15 Illustration Flap Track Aft Fairing Seal

ILLUSTRATION FLAP TRACK AFT FAIRING SEAL

Ident.: CDL-27-15-00020235.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-15 Flap Track Aft Fairing Seal*.

27-17	Fixed to Moveable Fairing Seal

Ident.: CDL-27-17-00020239.0002001 / 06 FEB 17
Applicable to: ALL

27-17 FIXED TO MOVEABLE FAIRING SEAL	Quantity installed 30

Up to 2 m (78 in) of seal per wing may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

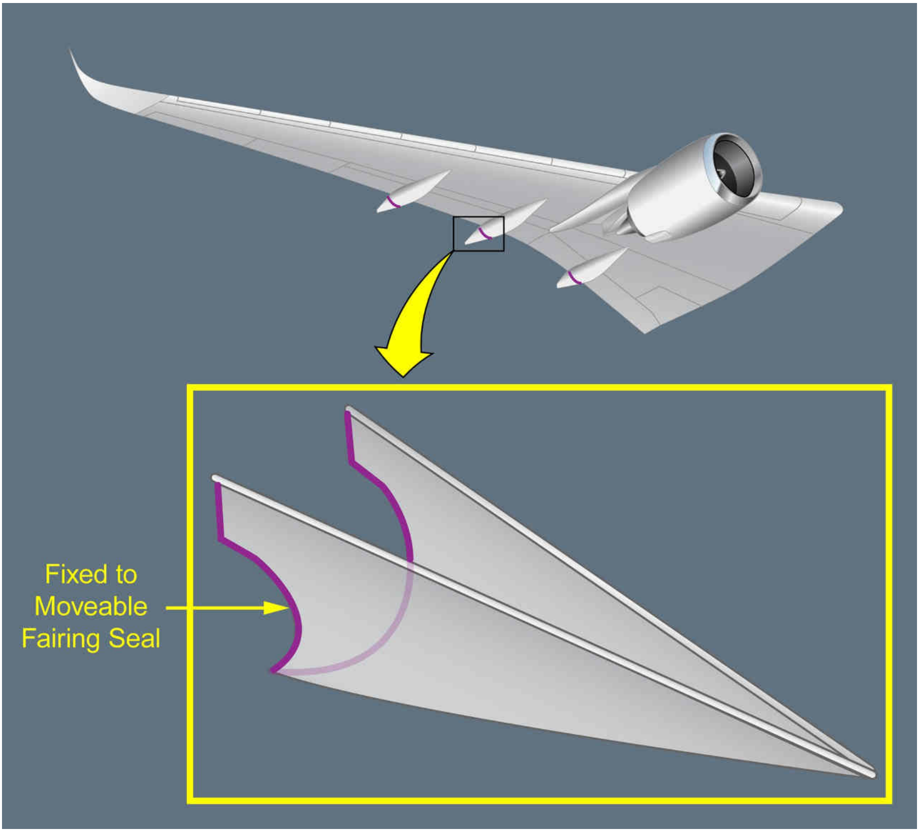
- **Performance:**

  The following performance penalties are applicable:
  - If 50 cm (19 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 100 kg (221 lb) per meter (39 in) of missing seal
  - If 97 cm (38 in) or more of seal are missing, en-route performance limiting weight is reduced by 165 kg (364 lb) per meter (39 in) of missing seal
  - If 200 cm (78 in) or more of seal are missing, fuel consumption is increased by 0.1 % per meter (39 in) of missing seal.

Refer to CDL-27-17 Illustration Fixed to Moveable Fairing Seal

ILLUSTRATION FIXED TO MOVEABLE FAIRING SEAL

Ident.: CDL-27-17-00020240.0002001 / 23 JUL 19
Applicable to: ALL



For dispatch condition: *Refer to 27-17 Fixed to Moveable Fairing Seal*.

27-18	Inner Flap Inner Seal

Ident.: CDL-27-18-00020241.0001001 / 06 FEB 17
Applicable to: ALL

27-18 INNER FLAP INNER SEAL	Quantity installed 2

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter, except:*
- *27-19 (Refer to 27-19 Inner to Outer Flap Seal)*
- *27-20 (Refer to 27-20 Outer Flap Outer Seal).*

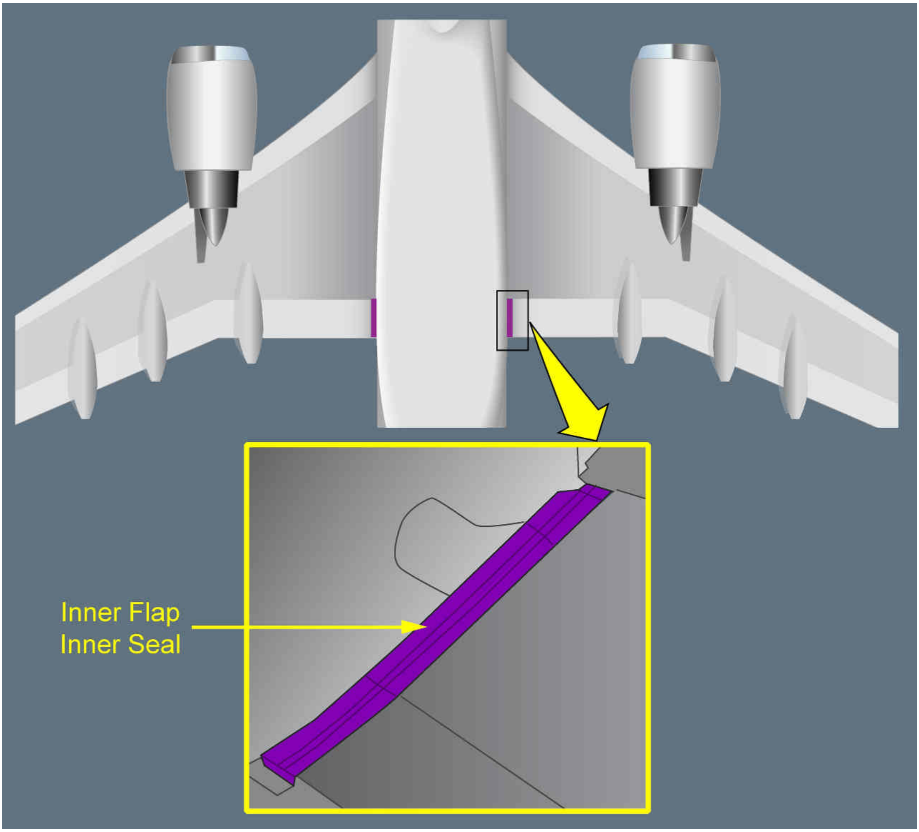
- **Performance:**

The following performance penalties are applicable per missing seal:
- Takeoff and approach climb performance limiting weights are reduced by 298 kg (657 lb)
- En-route performance limiting weight is reduced by 495 kg (1 092 lb)
- Fuel consumption is increased by 0.3 %.

Refer to CDL-27-18 Illustration Inner Flap Inner Seal

ILLUSTRATION INNER FLAP INNER SEAL

Ident.: CDL-27-18-00020242.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 27-18 Inner Flap Inner Seal*.

27-19	**Inner to Outer Flap Seal**

Ident.: CDL-27-19-00020243.0001001 / 17 DEC 19
Applicable to: ALL

27-19 **INNER TO OUTER FLAP SEAL**	**Quantity installed** **4**

(m) *Refer to Maintenance Procedure A350-A-57-5X-XX-03ZZZ-560Z-A*
All may be missing. For each wing, both forward and aft seals must be removed if at least one seal is damaged.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter, except:*
- *27-18 (Refer to 27-18 Inner Flap Inner Seal)*
- *27-20 (Refer to 27-20 Outer Flap Outer Seal).*

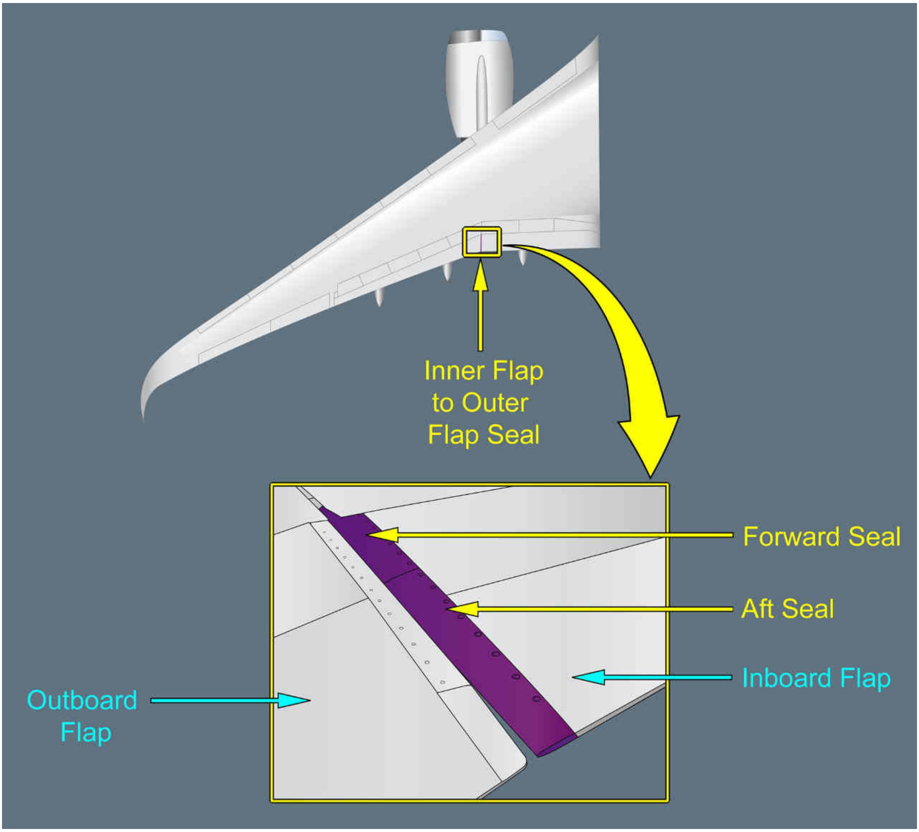
- **Performance:**

  The following performance penalties are applicable per wing (two adjacent seals):
  - Takeoff and approach climb performance limiting weights are reduced by 298 kg (657 lb)
  - En-route performance limiting weight is reduced by 495 kg (1 092 lb)
  - Fuel consumption is increased by 0.3 %.

Refer to CDL-27-19 Illustration Inner to Outer Flap Seal

ILLUSTRATION INNER TO OUTER FLAP SEAL

Ident.: CDL-27-19-00020244.0002001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 27-19 Inner to Outer Flap Seal*.

27-20	Outer Flap Outer Seal

Ident.: CDL-27-20-00020245.0001001 / 06 FEB 17
Applicable to: ALL

27-20 OUTER FLAP OUTER SEAL	Quantity installed 2

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter, except:*
- *27-18 (Refer to 27-18 Inner Flap Inner Seal)*
- *27-19 (Refer to 27-19 Inner to Outer Flap Seal).*

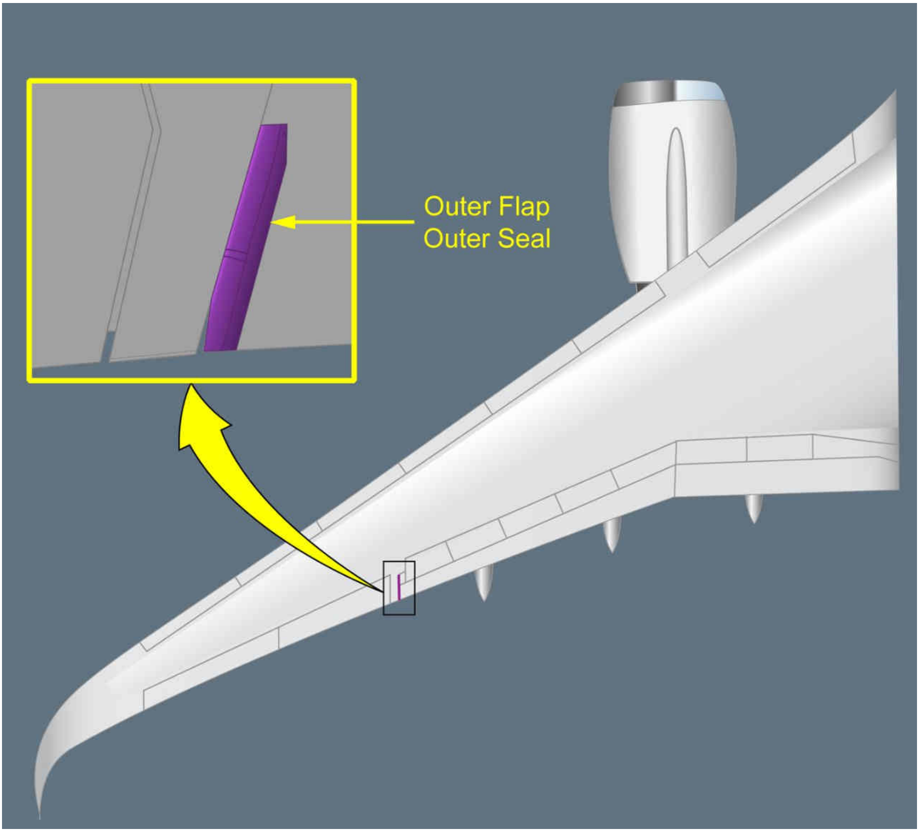
- **Performance:**

  The following performance penalties are applicable per missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 298 kg (657 lb)
  - En-route performance limiting weight is reduced by 495 kg (1 092 lb)
  - Fuel consumption is increased by 0.3 %.

Refer to CDL-27-20 Illustration Outer Flap Outer Seal

ILLUSTRATION OUTER FLAP OUTER SEAL

Ident.: CDL-27-20-00020246.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-20 Outer Flap Outer Seal*.

27-21	Seal of FTE Lower Panel to Inner Flap

Ident.: CDL-27-21-00020250.0002001 / 08 JUN 17
Applicable to: ALL

27-21 SEAL OF FTE LOWER PANEL TO INNER FLAP	Quantity installed 12

Up to 200 cm (78 in) of seal may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *1. May be combined with any other item listed in CDL-27 chapter.*
2. Must not be combined with CDL items:
- *57-05 (Refer to 57-05 Seal of Trailing Edge Panel to Spoiler)*
- *57-06 (Refer to 57-06 Spoiler End Seal)*
- *57-09 (Refer to 57-09 Seal of Trailing Edge Panel to Droop Panel)*
- *57-10 (Refer to 57-10 Droop Panel End Seal).*

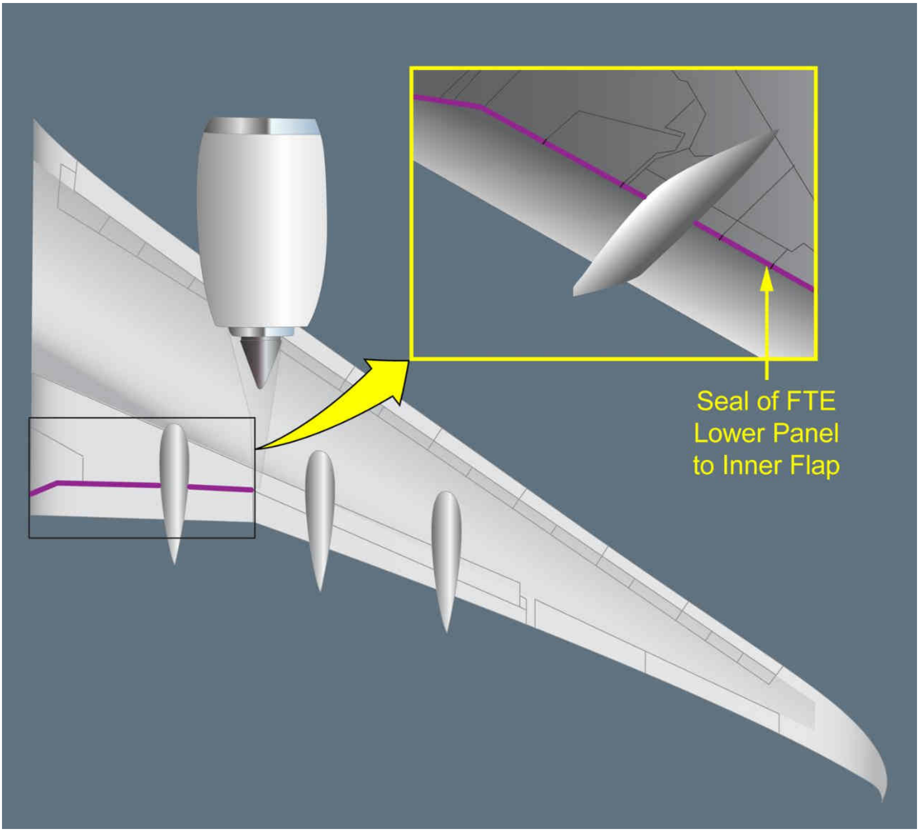
- **Performance:**

The following performance penalties are applicable:
- If 23 cm (8 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 219 kg (483 lb) per meter (39 in) of missing seal
- If 45 cm (17 in) or more of seal are missing, en-route performance limiting weight is reduced by 363 kg (801 lb) per meter (39 in) of missing seal
- If 91 cm (35 in) or more of seal are missing, fuel consumption is increased by 0.22 % per meter (39 in) of missing seal.

Refer to CDL-27-21 Illustration Seal of FTE Lower Panel to Inner Flap

ILLUSTRATION SEAL OF FTE LOWER PANEL TO INNER FLAP

Ident.: CDL-27-21-00020251.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-21 Seal of FTE Lower Panel to Inner Flap*.

27-22	Seal of FTE Lower Panel to Outer Flap

Ident.: CDL-27-22-00020252.0001001 / 06 FEB 17
Applicable to: ALL

27-22 SEAL OF FTE LOWER PANEL TO OUTER FLAP	Quantity installed 18

Up to 200 cm (78 in) of seal may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *1. May be combined with any other item listed in CDL-27 chapter.*
2. Must not be combined with CDL items:
- *57-05 (Refer to 57-05 Seal of Trailing Edge Panel to Spoiler)*
- *57-06 (Refer to 57-06 Spoiler End Seal)*
- *57-09 (Refer to 57-09 Seal of Trailing Edge Panel to Droop Panel)*
- *57-10 (Refer to 57-10 Droop Panel End Seal).*

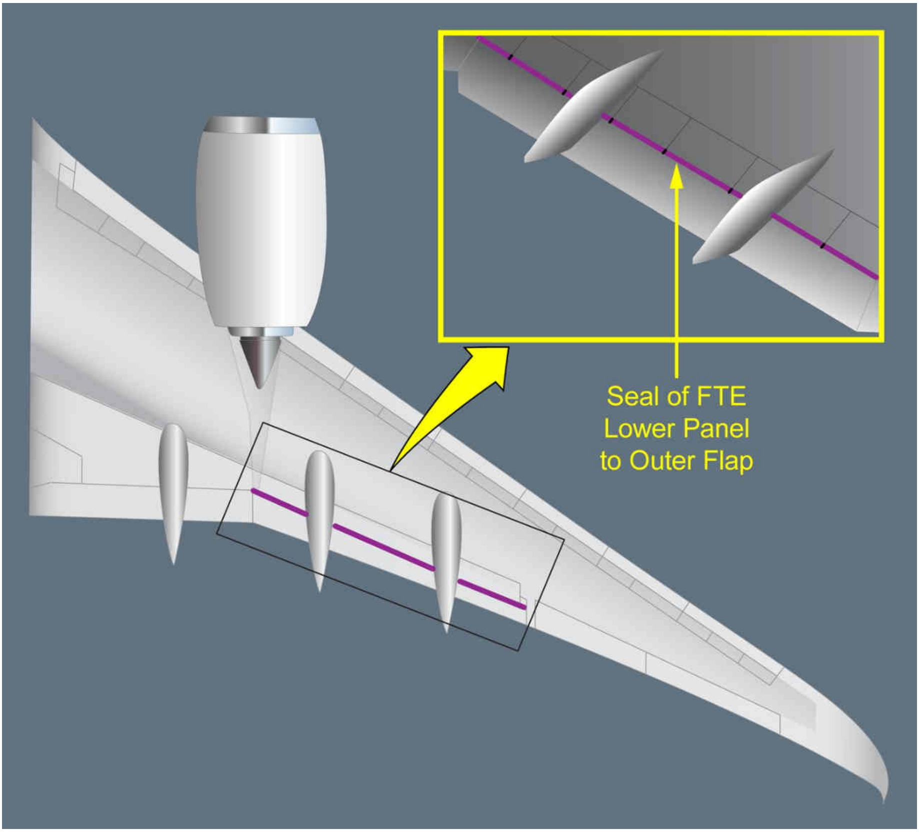
- **Performance:**

The following performance penalties are applicable:
- If 24 cm (9 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 209 kg (461 lb) per meter (39 in) of missing seal
- If 47 cm (18 in) or more of seal are missing, en-route performance limiting weight is reduced by 347 kg (766 lb) per meter (39 in) of missing seal
- If 96 cm (37 in) or more of seal are missing, fuel consumption is increased by 0.21 % per meter (39 in) of missing seal.

Refer to CDL-27-22 Illustration Seal of FTE Lower Panel to Outer Flap

ILLUSTRATION SEAL OF FTE LOWER PANEL TO OUTER FLAP

Ident.: CDL-27-22-00020253.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-22 Seal of FTE Lower Panel to Outer Flap*.

27-23	Aileron End Seal

Ident.: CDL-27-23-00020254.0001001 / 06 FEB 17
Applicable to: ALL

27-23 **AILERON END SEAL**	**Quantity installed** **6**

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

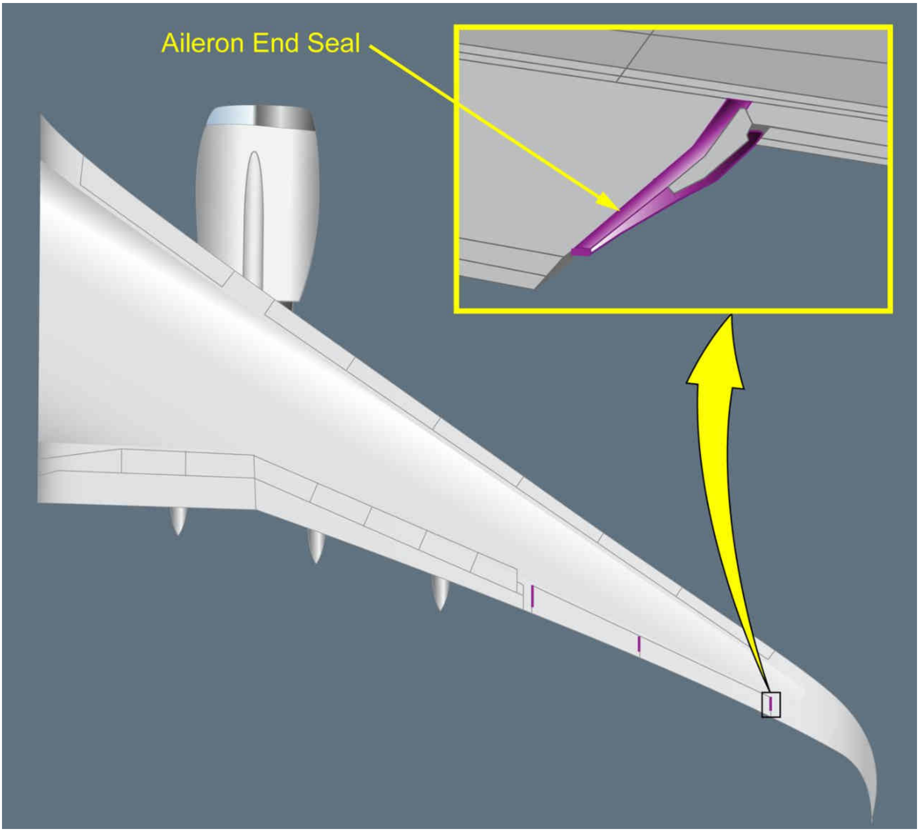
- **Performance:**

  The following performance penalties are applicable per missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 100 kg (221 lb)
  - En-route performance limiting weight is reduced by 165 kg (364 lb)
  - If 2 seals or more are missing, fuel consumption is increased by 0.1 % per missing seal.

Refer to CDL-27-23 Illustration Aileron End Seal

ILLUSTRATION AILERON END SEAL

Ident.: CDL-27-23-00020255.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-23 Aileron End Seal*.

27-24	Seal of FTE Upper Panel to Aileron

Ident.: CDL-27-24-00020256.0001001 / 06 FEB 17
Applicable to: ALL

27-24 SEAL OF FTE UPPER PANEL TO AILERON	Quantity installed 44

Up to 250 cm (98 in) of seal may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

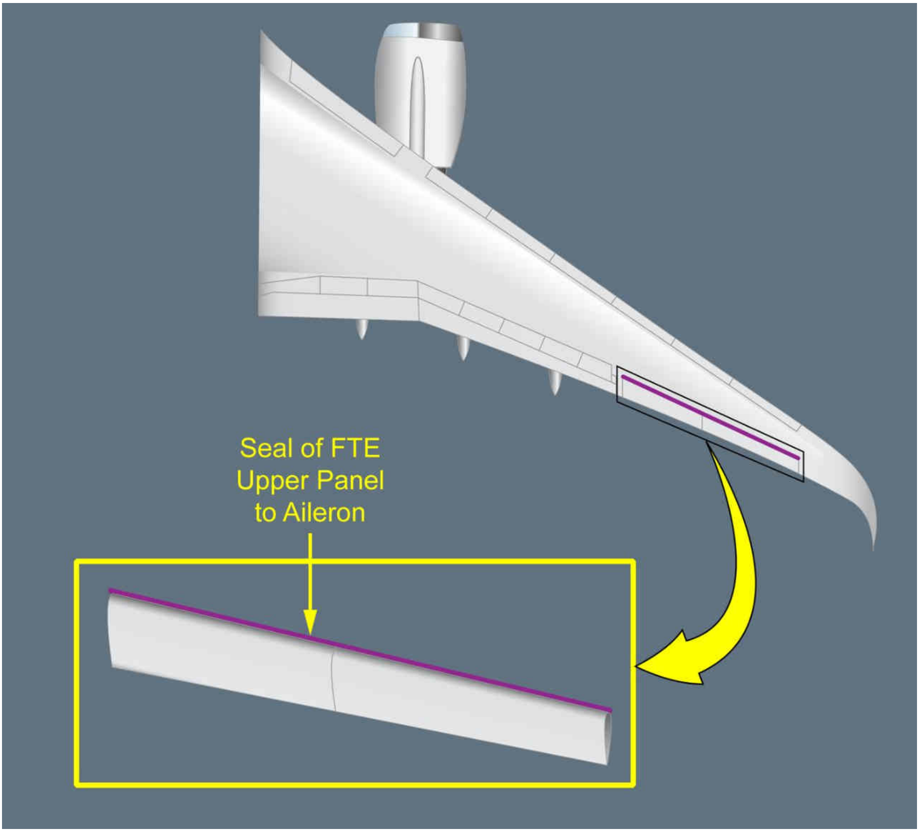
- **Performance:**

  The following performance penalties are applicable:
  - If 42 cm (16 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 120 kg (265 lb) per meter (39 in) of missing seal
  - If 81 cm (31 in) or more of seal are missing, en-route performance limiting weight is reduced by 198 kg (437 lb) per meter (39 in) of missing seal
  - If 167 cm (65 in) or more of seal are missing, fuel consumption is increased by 0.12 % per meter (39 in) of missing seal.

Refer to CDL-27-24 Illustration Seal of FTE Upper Panel to Aileron

ILLUSTRATION SEAL OF FTE UPPER PANEL TO AILERON

Ident.: CDL-27-24-00020257.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-24 Seal of FTE Upper Panel to Aileron*.

27-25	Seal of FTE Lower Panel to Aileron

Ident.: CDL-27-25-00020258.0001001 / 06 FEB 17
Applicable to: ALL

27-25 SEAL OF FTE LOWER PANEL TO AILERON	Quantity installed 20

Up to 250 cm (98 in) of seal may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-27 chapter.*

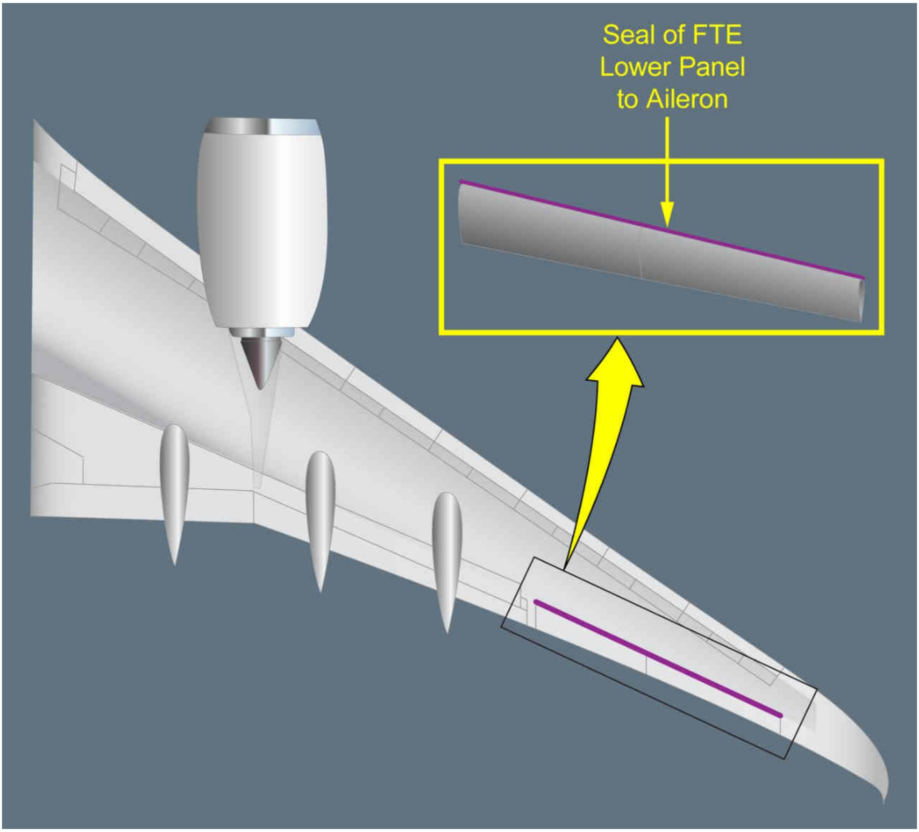
- **Performance:**

  The following performance penalties are applicable:
  - If 56 cm (21 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 90 kg (199 lb) per meter (39 in) of missing seal
  - If 108 cm (42 in) or more of seal are missing, en-route performance limiting weight is reduced by 149 kg (329 lb) per meter (39 in) of missing seal
  - If 223 cm (87 in) or more of seal are missing, fuel consumption is increased by 0.09 % per meter (39 in) of missing seal.

Refer to CDL-27-25 Illustration Seal of FTE Lower Panel to Aileron

ILLUSTRATION SEAL OF FTE LOWER PANEL TO AILERON

Ident.: CDL-27-25-00020259.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 27-25 Seal of FTE Lower Panel to Aileron*.

27-26	Slat 2, 6, 7 Vertical Baffle Seal

Ident.: CDL-27-26-00024213.0001001 / 08 JUN 17
Applicable to: ALL

27-26 SLAT 2, 6, 7 VERTICAL BAFFLE SEAL	Quantity installed 10

One per slat may be missing provided that:

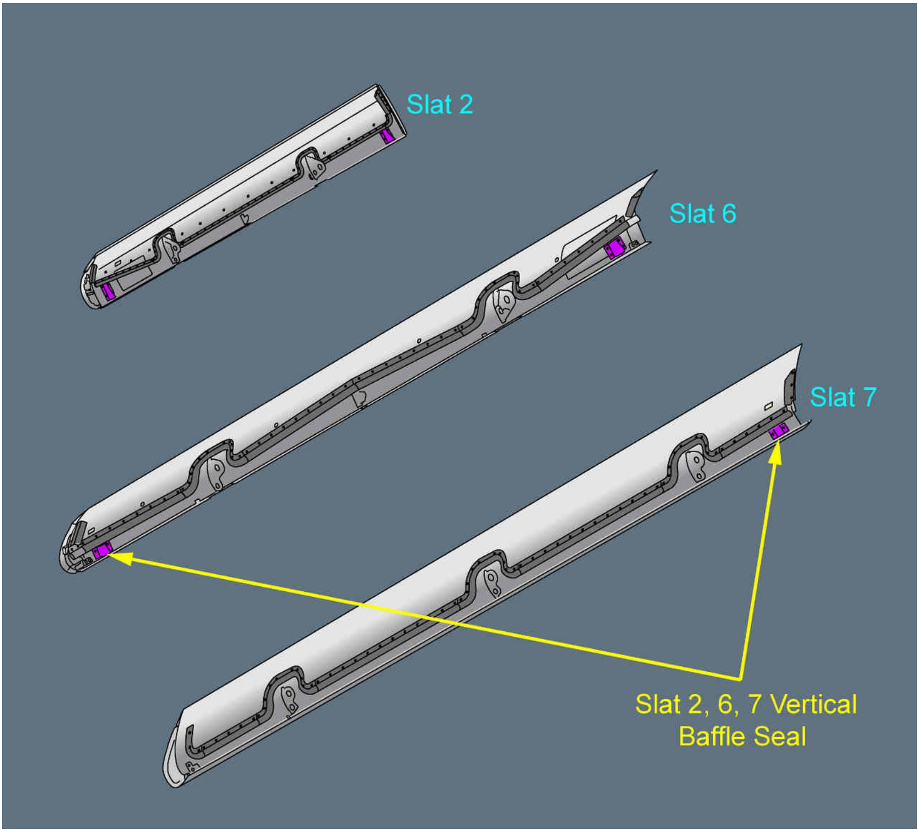
- The closest baffle seal of the adjacent slat remains installed
- Any loose or flapping seal material is cut off.

Note: May be combined with any other item listed in CDL-27 chapter.

Refer to CDL-27-26 Illustration Slat 2, 6, 7 Vertical Baffle Seal

ILLUSTRATION SLAT 2, 6, 7 VERTICAL BAFFLE SEAL

Ident.: CDL-27-26-00024214.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 27-26 Slat 2, 6, 7 Vertical Baffle Seal*.

27-27	Slat 3, 4, 5 Vertical Baffle Seal

Ident.: CDL-27-27-00024215.0001001 / 08 JUN 17
Applicable to: ALL

a)

27-27 SLAT 3, 4, 5 VERTICAL BAFFLE SEAL	Quantity installed 50

One per wing may be missing provided that:

- The closest baffle seal of the adjacent slat remains installed
- Any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-27 chapter.*

– or –

b)

27-27 SLAT 3, 4, 5 VERTICAL BAFFLE SEAL	Quantity installed 50

(m) *Refer to Maintenance Procedure A350-A-30-11-XX-01ZZZ-560Z-A*
Up to 6 per slat may be missing provided that:

- At least one of the remaining seals is located between the slat tracks
- The closest baffle seal of the adjacent slat remains installed
- Any loose or flapping seal material is cut off
- The associated wing anti-ice valve is deactivated in the closed position.
  The wing anti-ice valve must be considered inoperative (*Refer to Item 30-11-01 Wing Anti-Ice Valve*).

Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-27 chapter.*

- **Limitations:**

  Avoid icing conditions.

- **Performance:**

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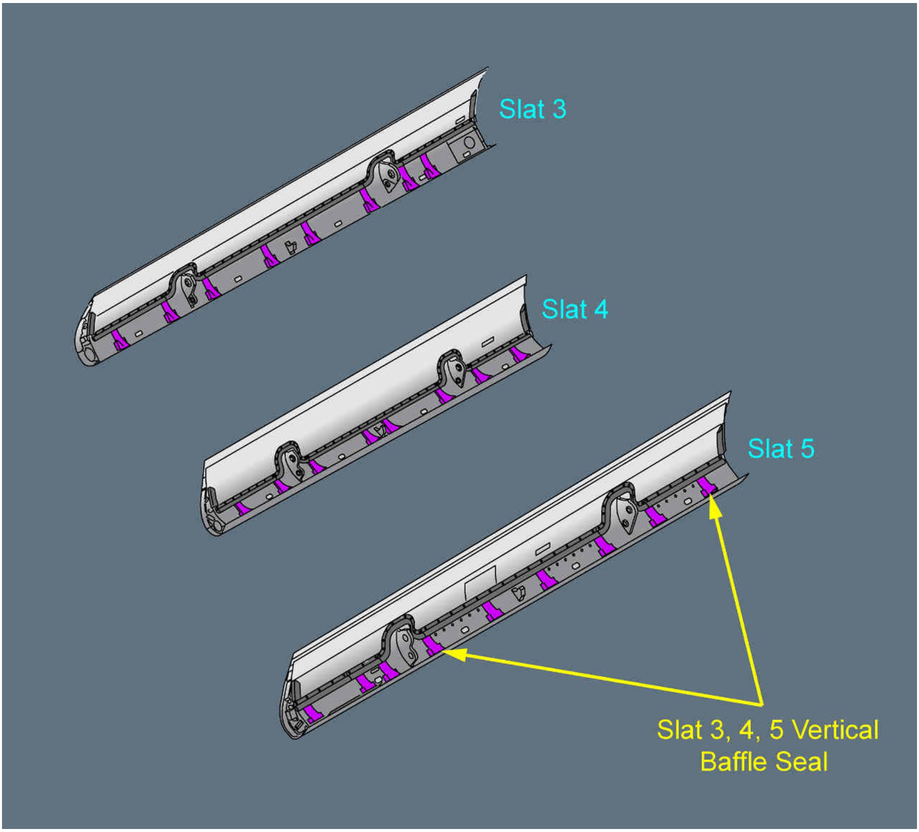
The following performance penalties are applicable:

- If 13 seals or more are missing, takeoff and approach climb performance limiting weights are reduced by 4 kg (9 lb) per missing seal
- If 27 seals or more are missing, en-route performance limiting weight is reduced by 6 kg (14 lb) per missing seal.

Refer to CDL-27-27 Illustration Slat 3, 4, 5 Vertical Baffle Seal

ILLUSTRATION SLAT 3, 4, 5 VERTICAL BAFFLE SEAL

Ident.: CDL-27-27-00024216.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 27-27 Slat 3, 4, 5 Vertical Baffle Seal*.

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27-28	**Slat Track Closing Plate**

Ident.: CDL-27-28-00025756.0001001 / 28 APR 23
Applicable to: ALL

27-28 **SLAT TRACK CLOSING PLATE**	**Quantity installed** **26**

(m) *Refer to Maintenance Procedure A350-A-57-46-XX-00ZZZ-560Z-A*
One may be missing per wing provided that:

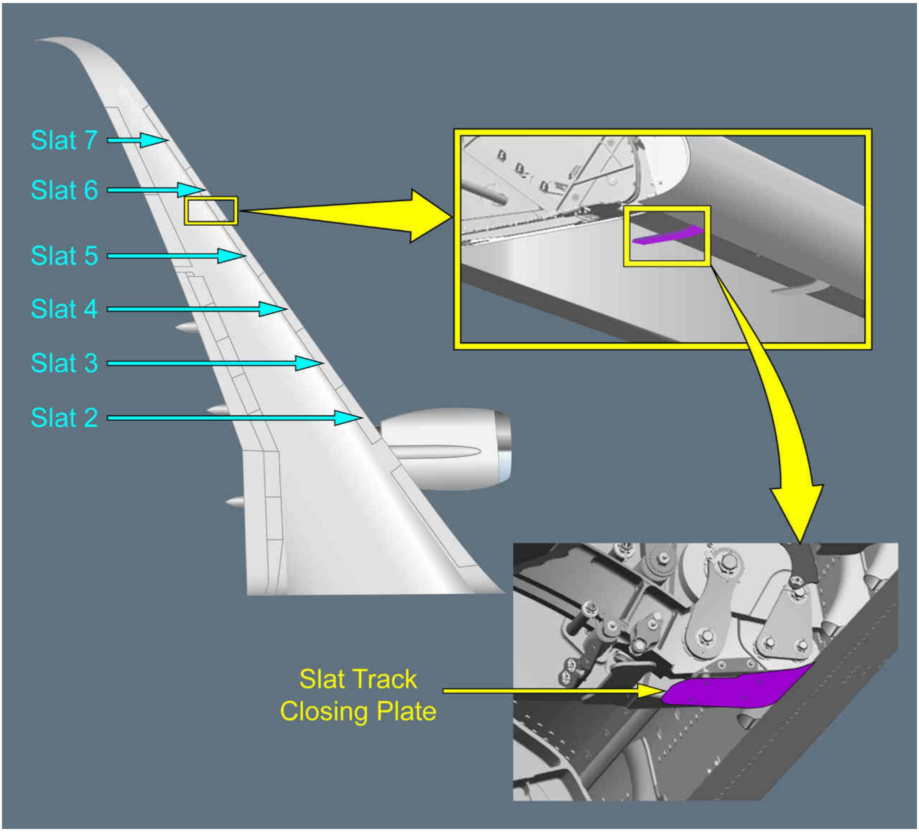
- The damaged closing plate is removed, and
- No additional damage has occurred on slat, wing, or slat track structure.

The time limitation for each missing item is 50 flight cycles.
Note: *May be combined with any other item listed in CDL-27 chapter.*

Refer to CDL-27-28 Illustration Slat Track Closing Plate

ILLUSTRATION SLAT TRACK CLOSING PLATE

Ident.: CDL-27-28-00025757.0001001 / 06 MAR 23
Applicable to: ALL



For dispatch conditions: *Refer to 27-28 Slat Track Closing Plate*.

28-01	Fuel Jettison Tube

Ident.: CDL-28-01-00019571.0001001 / 13 JUN 16

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

28-01 FUEL JETTISON TUBE	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-28-31-XX-00ZZZ-560Z-A*

All may be missing provided that the jettison system is deactivated.

The jettison system must be considered inoperative (*Refer to Item 28-31-03 Jettison Valve*).

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-28 chapter.*

- **Performance:**

  The following performance penalties are applicable:

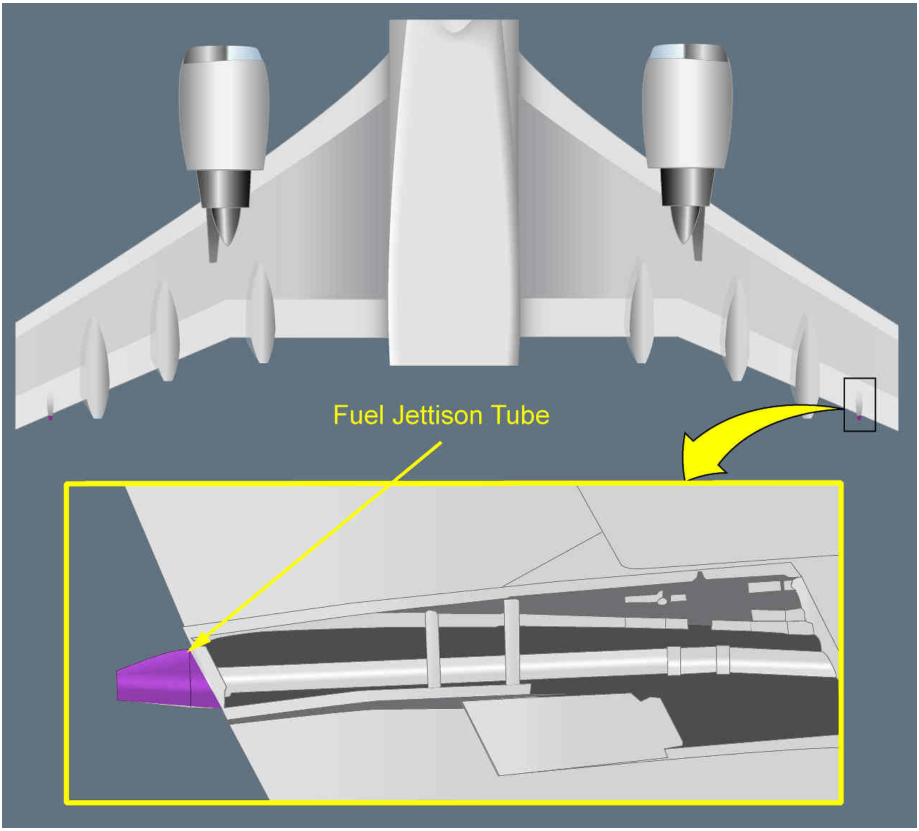
  - If both tubes are missing, takeoff and approach climb performance limiting weights are reduced by 60 kg (133 lb).

Refer to CDL-28-01 Illustration Fuel Jettison Tube

ILLUSTRATION FUEL JETTISON TUBE

Ident.: CDL-28-01-00019572.0001001 / 07 FEB 17

2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**



For dispatch conditions: *Refer to 28-01 Fuel Jettison Tube*.

28-03	Refuel Coupling Door Latch

Ident.: CDL-28-03-00023311.0001001 / 07 JAN 19
Applicable to: ALL

28-03 REFUEL COUPLING DOOR LATCH	Quantity installed –

(m) *Refer to Maintenance Procedure A350-A-28-25-XX-0DZZZ-560Z-A*

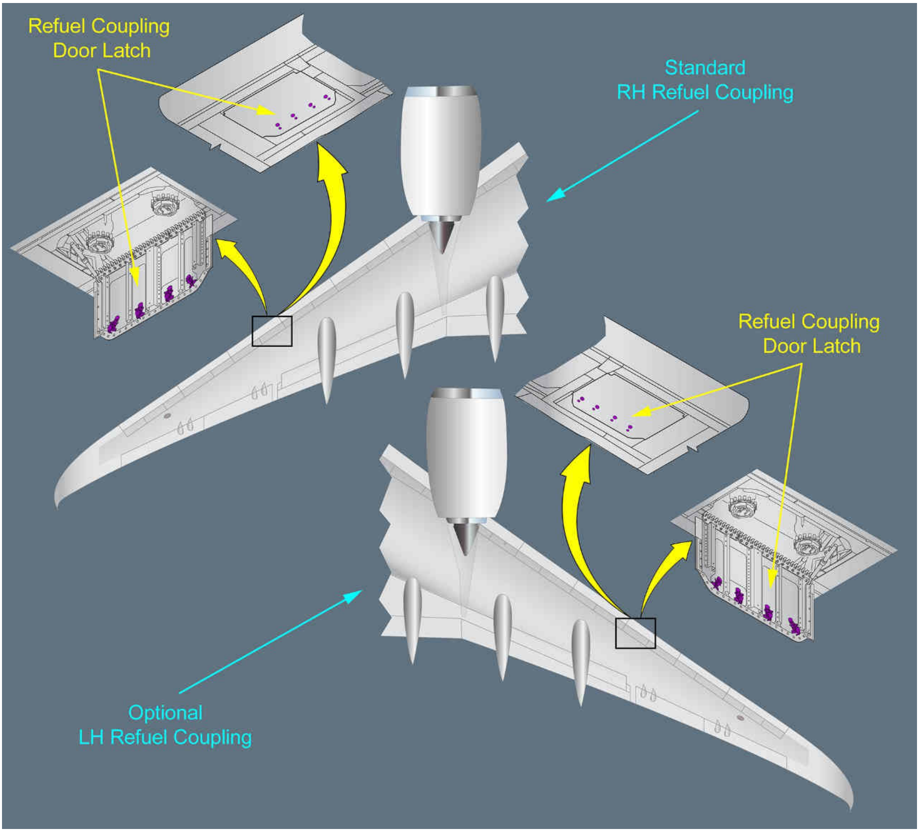
Two latches per refuel coupling door may be missing provided that the hole is covered.

Note: *May be combined with any other item listed in CDL-28 chapter.*

Refer to CDL-28-03 Illustration Refuel Coupling Door Latch

ILLUSTRATION REFUEL COUPLING DOOR LATCH

Ident.: CDL-28-03-00023312.0001001 / 07 JAN 19
Applicable to: ALL



For dispatch conditions: *Refer to 28-03 Refuel Coupling Door Latch*.

28-04	**Refuel Coupling Cap**

Ident.: CDL-28-04-00023313.0001001 / 19 JUN 18
Applicable to: ALL

28-04 **REFUEL COUPLING CAP**	**Quantity installed** **–**

(m) *Refer to Maintenance Procedure A350-A-28-25-XX-0CZZZ-560Z-A*

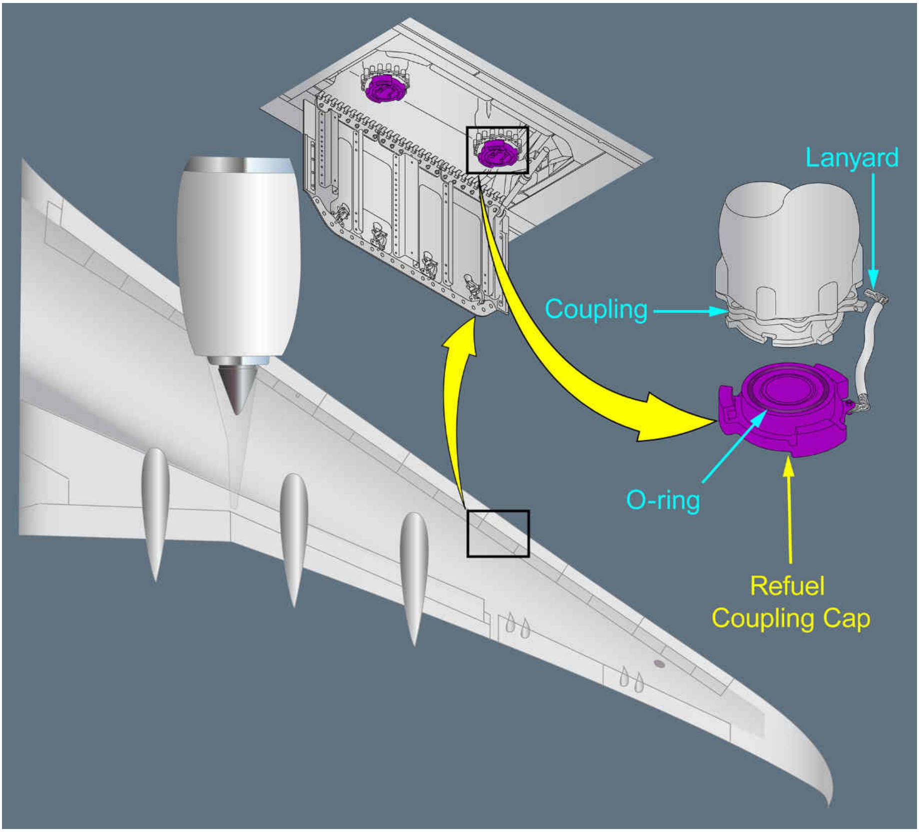
All may be missing provided that the seal integrity of the coupling is confirmed (i.e. no fuel leak reported) and the associated refuel isolation valve is operative (*Refer to Item 28-25-05 Refuel Isolation Valve*).

Note:
1. *May be combined with any other item listed in CDL-28 chapter.*
2. *If the O-ring of the refuel coupling cap is damaged or missing, dispatch is permitted in accordance with this CDL item provided that the cap is removed.*
3. *If the coupling is damaged and the cap cannot be fitted, dispatch is permitted in accordance with this CDL item provided that the cap is removed and the coupling integrity is verified.*
4. *If only the lanyard is damaged, removal of the cap is not necessary. However, all the parts of the broken lanyard must be entirely detached from the cap and the coupling.*

Refer to CDL-28-04 Illustration Refuel Coupling Cap

ILLUSTRATION REFUEL COUPLING CAP

Ident.: CDL-28-04-00023314.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 28-04 Refuel Coupling Cap*.

30-01	**Wiper Arm**

Ident.: CDL-30-01-00021001.0001001 / 30 SEP 14
Applicable to: ALL

30-01 **WIPER ARM**	**Quantity installed** **2**

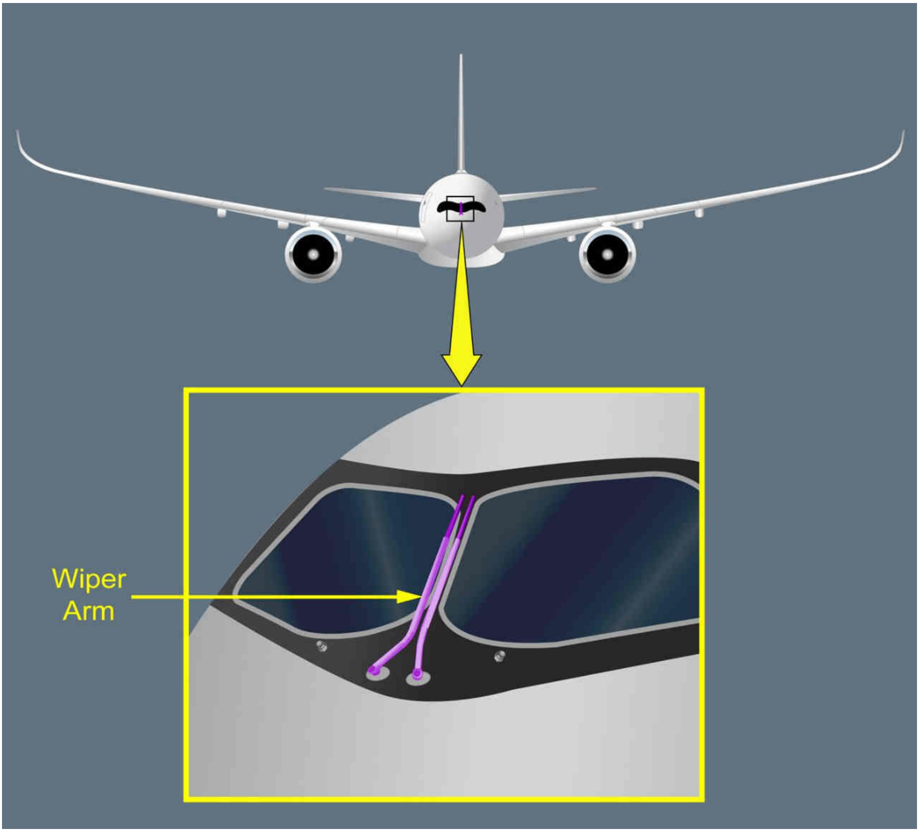
All may be missing.
The associated wiper must be considered inoperative (*Refer to Item 30-45-01 Windshield Wiper*).

Note: *May be combined with any other item listed in CDL-30 chapter.*

Refer to CDL-30-01 Illustration Wiper Arm

ILLUSTRATION WIPER ARM

Ident.: CDL-30-01-00021002.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 30-01 Wiper Arm*.

30-04	Cockpit Ice Visual Indicator

Ident.: CDL-30-04-00020844.0001001 / 13 JUN 16
Applicable to: ALL

30-04 COCKPIT ICE VISUAL INDICATOR	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-30-81-XX-02ZZZ-560Z-A*
One may be missing provided that the associated insert remains in position and is covered, and the indicator light is deactivated.
The light must be considered inoperative (*Refer to Item 30-81-03 Lighting of External Visual Icing Indicator*).
Note: ***Notify Dispatch.***
Note: *Flight dispatch from TPE is not allowed.*
Note: *The flight is conducted unpressurized for ferry to where repair can be made only.*
Note: *May be combined with any other item listed in CDL-30 chapter.*

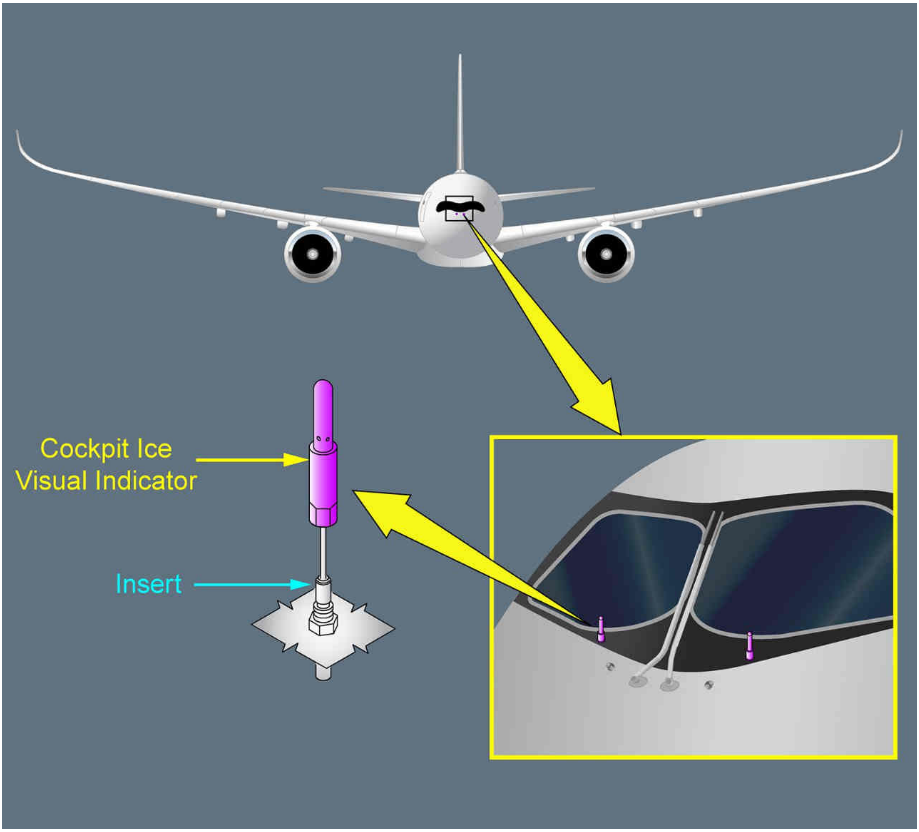
- **Limitations:**

  Only non-pressurized flight is permitted.

Refer to CDL-30-04 Illustration Cockpit Ice Visual Indicator

ILLUSTRATION COCKPIT ICE VISUAL INDICATOR

Ident.: CDL-30-04-00020845.0001001 / 07 JUL 16
Applicable to: ALL



For dispatch conditions: *Refer to 30-04 Cockpit Ice Visual Indicator*.

30-06	Ice Fence

Ident.: CDL-30-06-00019731.0001001 / 30 SEP 14
Applicable to: ALL

30-06 ICE FENCE	Quantity installed 1

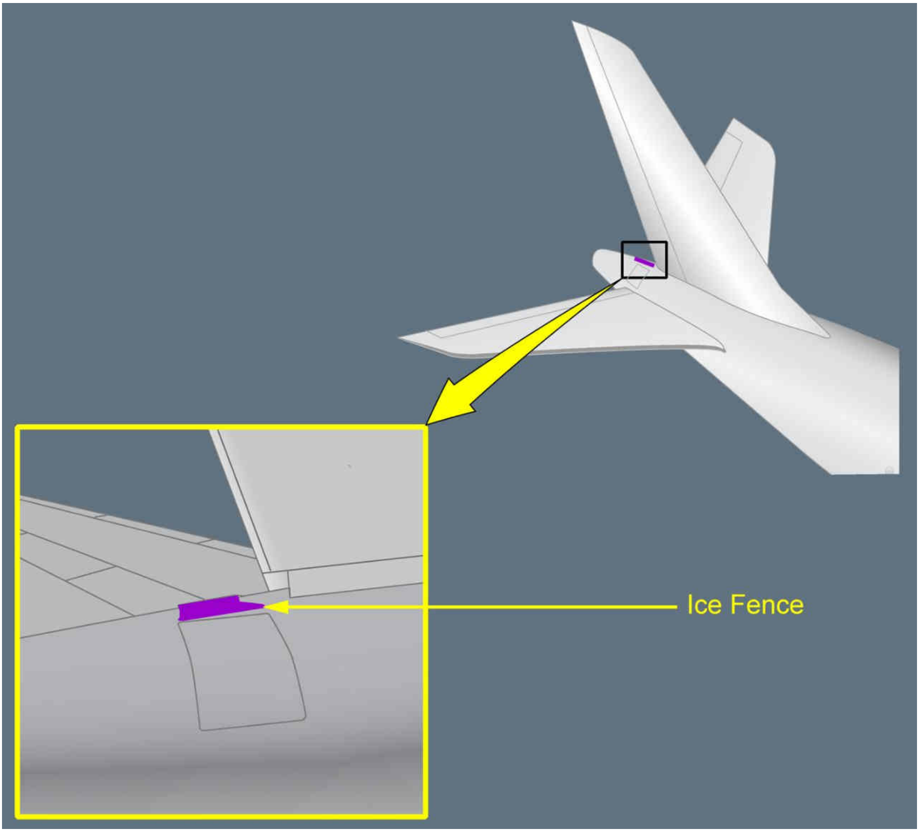
May be missing.

Note: *May be combined with any other item listed in CDL-30 chapter.*

Refer to CDL-30-06 Illustration Ice Fence

ILLUSTRATION ICE FENCE

Ident.: CDL-30-06-00019730.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 30-06 Ice Fence*.

32-01	Nose Landing Gear Tow Fitting

Ident.: CDL-32-01-00019915.0001001 / 30 SEP 14
Applicable to: ALL

32-01 NOSE LANDING GEAR TOW FITTING	Quantity installed –

(m) *Refer to Maintenance Procedure A350-A-32-21-XX-00ZZZ-560Z-A*
All may be missing.
Note: May be combined with any other item listed in CDL-32 chapter.

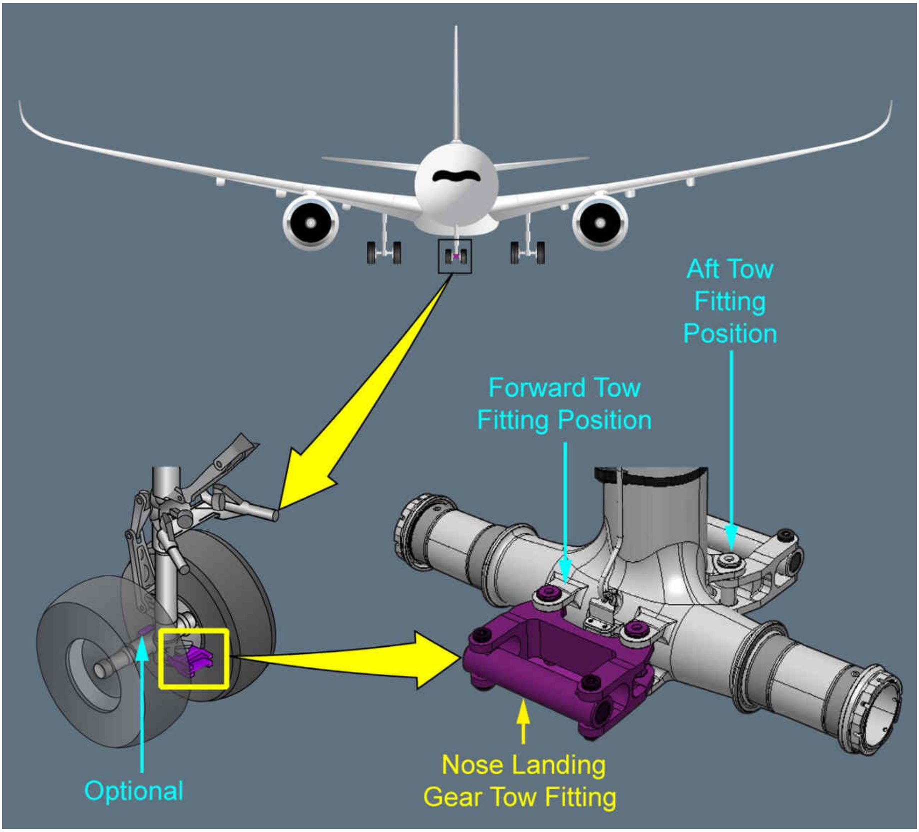
- **Procedures:**

  Towbarless operations should be considered for towing (*Refer to AFM/LIM-09 Towbarless Operations*).

Refer to CDL-32-01 Illustration Nose Landing Gear Tow Fitting

ILLUSTRATION NOSE LANDING GEAR TOW FITTING

Ident.: CDL-32-01-00019916.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 32-01 Nose Landing Gear Tow Fitting*.

32-02	**Nose Wheel Steering Disconnect Panel Access Door**

Ident.: CDL-32-02-00019917.0001001 / 30 SEP 14
Applicable to: ALL

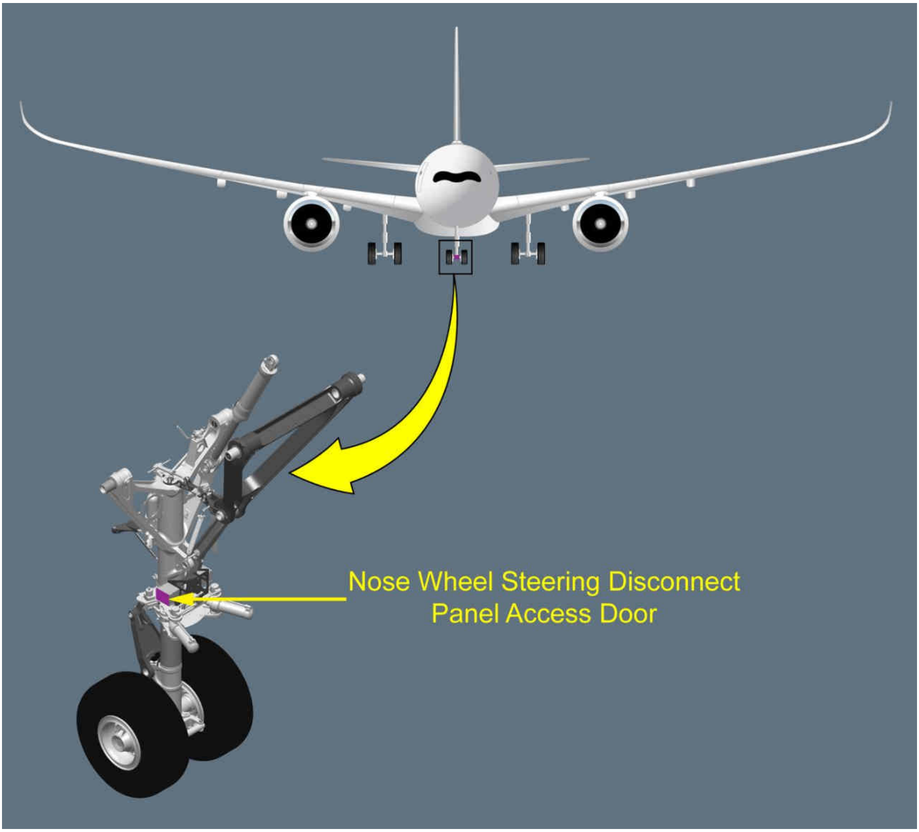
32-02 **NOSE WHEEL STEERING DISCONNECT PANEL ACCESS DOOR**	**Quantity installed** **1**

(m) *Refer to Maintenance Procedure A350-A-32-51-XX-01ZZZ-560Z-A*
May be missing for 5 flight cycles provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-32 chapter.*

Refer to CDL-32-02 Illustration Nose Wheel Steering Disconnect Panel Access Door

ILLUSTRATION NOSE WHEEL STEERING DISCONNECT PANEL ACCESS DOOR

Ident.: CDL-32-02-00019918.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 32-02 Nose Wheel Steering Disconnect Panel Access Door*.

32-03	Nose Gear Maintenance Panel Access Door

Ident.: CDL-32-03-00019919.0001001 / 30 SEP 14
Applicable to: ALL

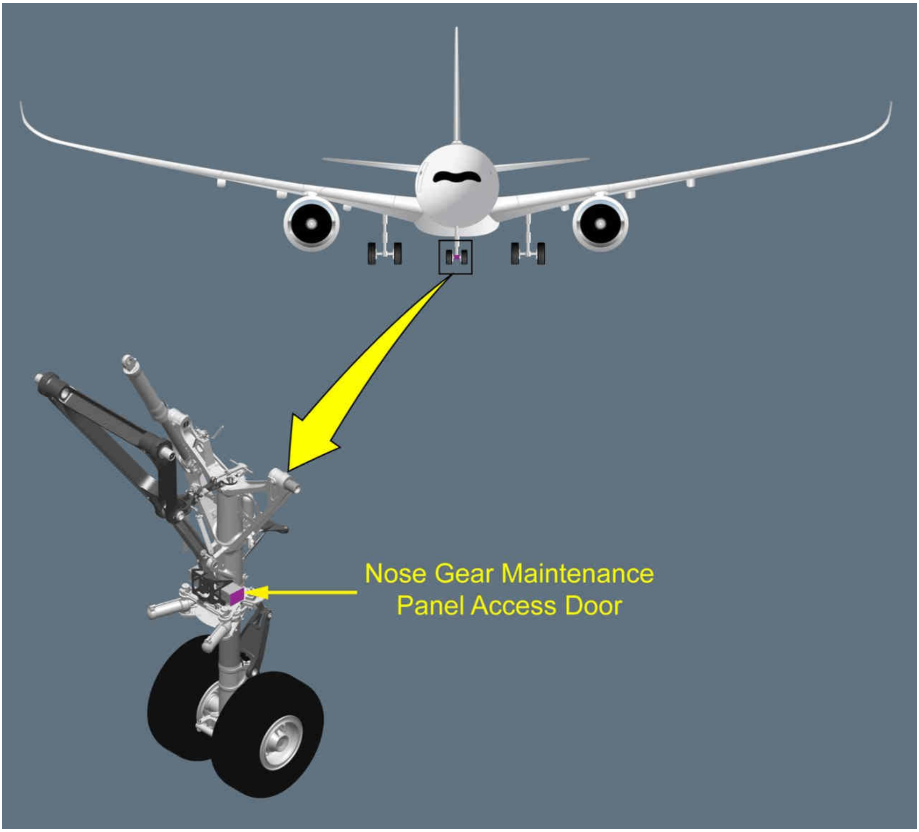
32-03 NOSE GEAR MAINTENANCE PANEL ACCESS DOOR	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-32-21-XX-01ZZZ-560Z-A*
May be missing for 5 flight cycles provided that the hole is covered.
Note: May be combined with any other item listed in CDL-32 chapter.

Refer to CDL-32-03 Illustration Nose Gear Maintenance Panel Access Door

ILLUSTRATION NOSE GEAR MAINTENANCE PANEL ACCESS DOOR

Ident.: CDL-32-03-00019920.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 32-03 Nose Gear Maintenance Panel Access Door*.

32-04	Nose Landing Gear Wheel Hubcap

Ident.: CDL-32-04-00019921.0001001 / 30 SEP 14
Applicable to: ALL

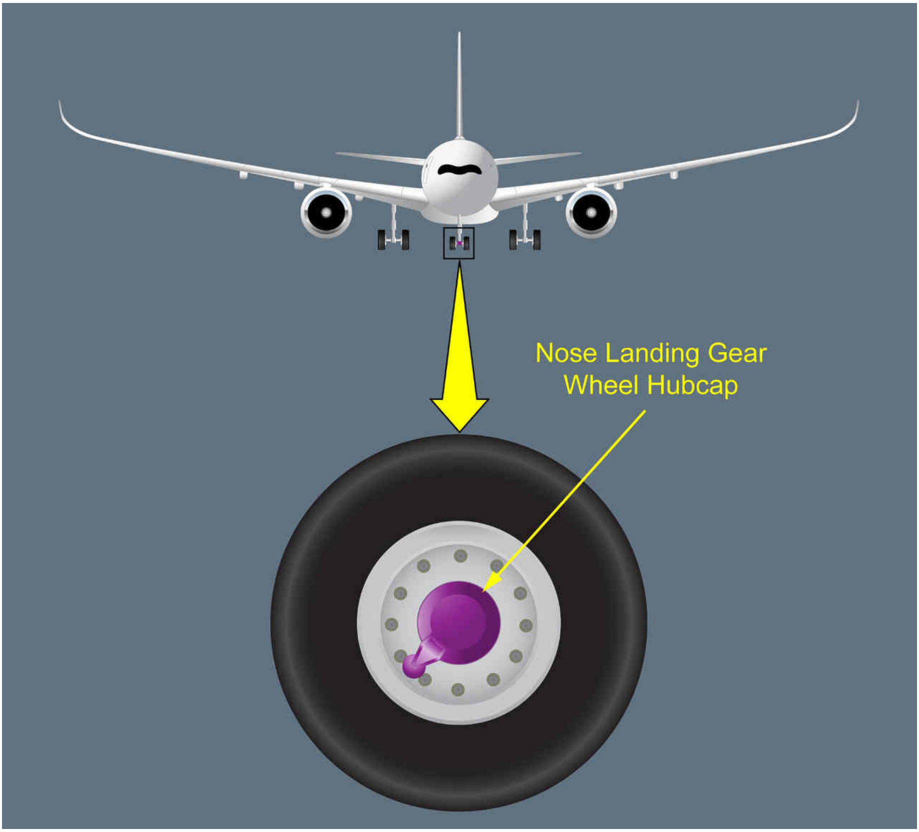
32-04 NOSE LANDING GEAR WHEEL HUBCAP	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-32-41-XX-00ZZZ-560Z-A*
All may be missing provided that the associated tire pressure sensor is deactivated.
The associated tire pressure sensor is considered inoperative (*Refer to Item 32-07-02 Tire Pressure Monitoring on the WHEEL SD page*).
Note: *May be combined with any other item listed in CDL-32 chapter.*

Refer to CDL-32-04 Illustration Nose Landing Gear Wheel Hubcap

ILLUSTRATION NOSE LANDING GEAR WHEEL HUBCAP

Ident.: CDL-32-04-00019922.0001001 / 22 NOV 17
Applicable to: ALL



For dispatch conditions: *Refer to 32-04 Nose Landing Gear Wheel Hubcap*.

32-05	Brake Wear Pin Indicator

Ident.: CDL-32-05-00020003.0001001 / 30 SEP 14
Applicable to: ALL

32-05 BRAKE WEAR PIN INDICATOR	Quantity installed 16

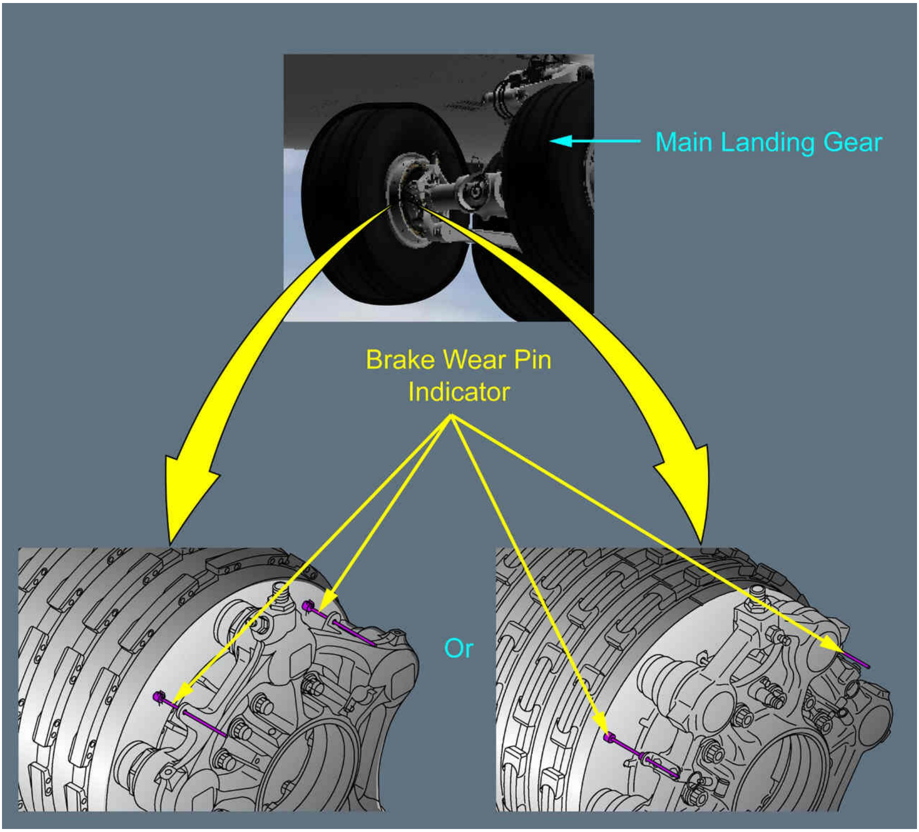
One per wheel may be missing.

Note: *May be combined with any other item listed in CDL-32 chapter.*

Refer to CDL-32-05 Illustration Brake Wear Pin Indicator

ILLUSTRATION BRAKE WEAR PIN INDICATOR

Ident.: CDL-32-05-00020004.0001001 / 22 NOV 17
Applicable to: ALL



For dispatch conditions: *Refer to 32-05 Brake Wear Pin Indicator*.

32-06	Brake Cooling Fan Debris Guard

Ident.: CDL-32-06-00022620.0001001 / 11 SEP 20

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

32-06 BRAKE COOLING FAN DEBRIS GUARD	Quantity installed 8

(m) *Refer to Maintenance Procedure A350-A-32-48-XX-01ZZZ-560Z-A*

One per main landing gear may be missing provided that the affected brake cooling fan is deactivated.

The affected fan must be considered inoperative (*Refer to Item 32-48-01 Brake Fan*).

The affected wheel brake must be considered inoperative (Refer to MEL/MI-32-42/Normal Braking (32-42-01B to 08B)).

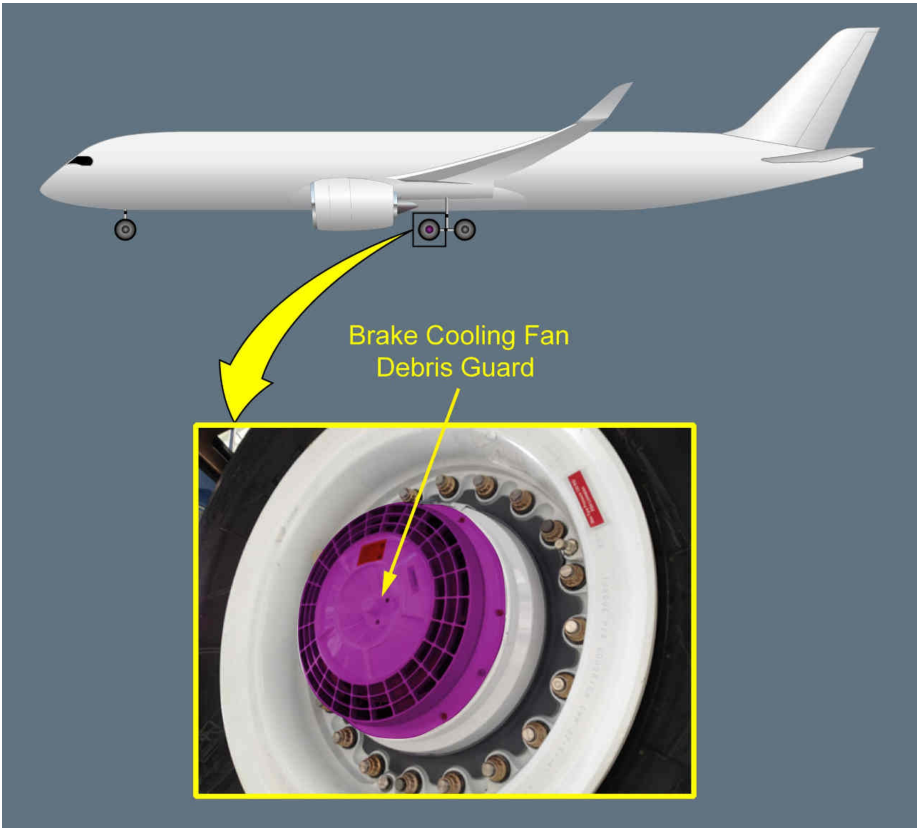
Note: *May be combined with any other item listed in CDL-32 chapter.*

Refer to CDL-32-06 Illustration Brake Cooling Fan Debris Guard

ILLUSTRATION BRAKE COOLING FAN DEBRIS GUARD

Ident.: CDL-32-06-00022621.0001001 / 06 AUG 15

2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**



For dispatch conditions: *Refer to 32-06 Brake Cooling Fan Debris Guard*.

32-07	Main Landing Gear Brake Rod Lanyard

Ident.: CDL-32-07-00020007.0001001 / 30 SEP 14
Applicable to: ALL

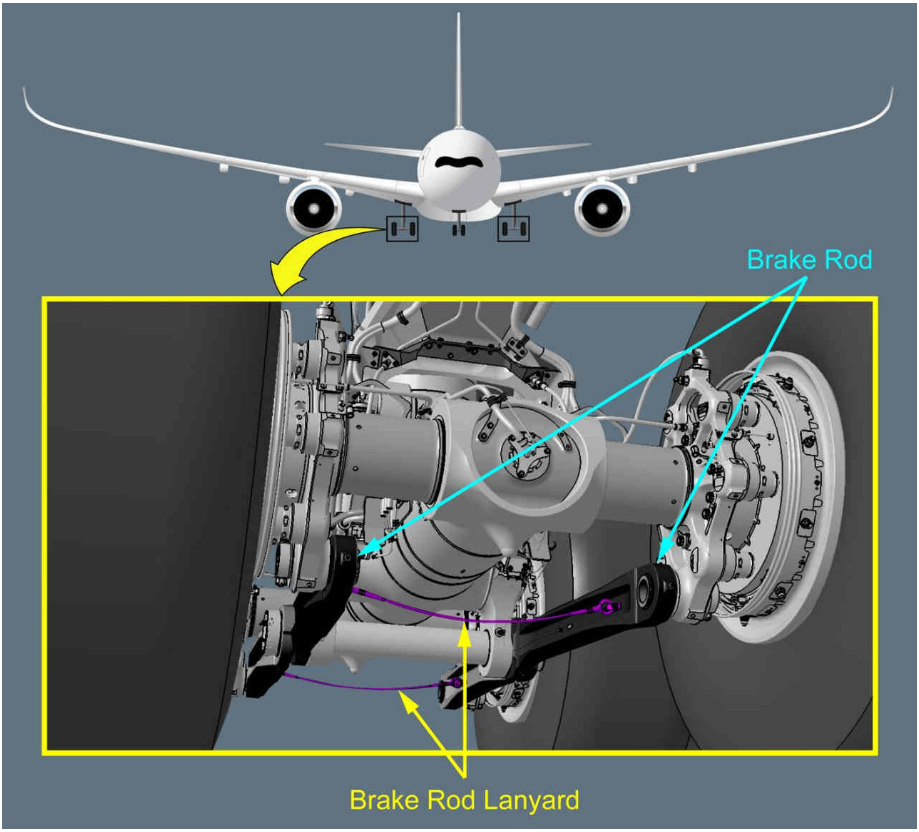
32-07 MAIN LANDING GEAR BRAKE ROD LANYARD	Quantity installed 4

(m) *Refer to Maintenance Procedure A350-A-32-11-XX-00ZZZ-560Z-A*
All may be missing provided that the associated brake rod is visually checked before each flight.
Note: *May be combined with any other item listed in CDL-32 chapter.*

Refer to CDL-32-07 Illustration Main Landing Gear Brake Rod Lanyard

ILLUSTRATION MAIN LANDING GEAR BRAKE ROD LANYARD

Ident.: CDL-32-07-00020008.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 32-07 Main Landing Gear Brake Rod Lanyard*.

32-08	Main Landing Gear Axle Sleeve Button

Ident.: CDL-32-08-00020009.0001001 / 30 SEP 14
Applicable to: ALL

32-08 MAIN LANDING GEAR AXLE SLEEVE BUTTON	Quantity installed 8

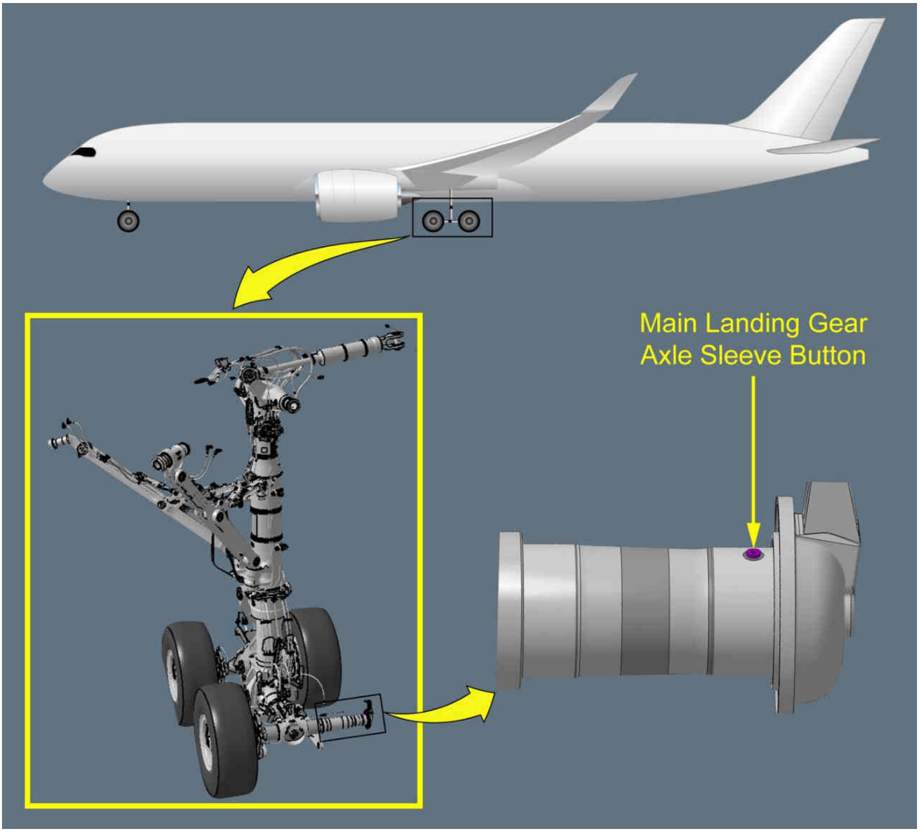
All may be missing.

Note: *May be combined with any other item listed in CDL-32 chapter.*

Refer to CDL-32-08 Illustration Main Landing Gear Axle Sleeve Button

ILLUSTRATION MAIN LANDING GEAR AXLE SLEEVE BUTTON

Ident.: CDL-32-08-00020010.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 32-08 Main Landing Gear Axle Sleeve Button*.

32-09	Main Landing Gear Wheel Hubcap

1 Ident.: CDL-32-09-00020835.0001001 / 12 JAN 24
Applicable to: B-18919

32-09 MAIN LANDING GEAR WHEEL HUBCAP	Quantity installed 8

(m) *Refer to Maintenance Procedure A350-A-32-41-XX-01ZZZ-560Z-A*
One per landing gear may be missing for 5 flight cycles provided that:

- No more than one hubcap per hydraulic circuit is missing
- The tire pressure is manually checked.

The associated tire pressure sensor and wheel brake are considered inoperative (*Refer to Item 32-07-02 Tire Pressure Monitoring on the WHEEL SD page* and MEL/MI-32-42/Normal Braking (32-42-01B to 08B)).

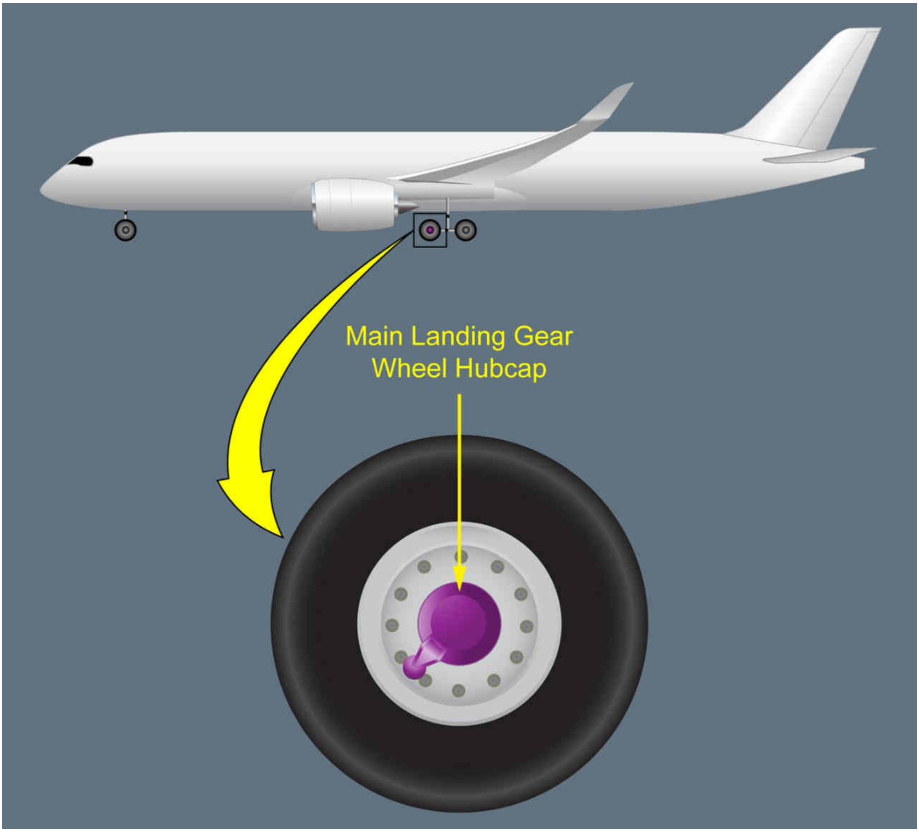
Note: *May be combined with any other item listed in CDL-32 chapter.*

Refer to CDL-32-09 Illustration Main Landing Gear Wheel Hubcap

ILLUSTRATION MAIN LANDING GEAR WHEEL HUBCAP

2 Ident.: CDL-32-09-00020836.0001001 / 12 JAN 24
Applicable to: B-18919

3



For dispatch conditions: *Refer to 32-09 Main Landing Gear Wheel Hubcap*.

32-10	**Tire Pressure Sensor**

Ident.: CDL-32-10-00022622.0001001 / 17 DEC 19
Applicable to: ALL

a)

32-10 **TIRE PRESSURE SENSOR**	**Quantity installed** **10**

(m) *Refer to Maintenance Procedure A350-A-32-49-XX-01ZZZ-560Z-A*
All may be missing.

For each missing item:
- The time limitation is 10 days
- The associated tire pressure sensor holder must be covered.

The affected tire pressure sensor must be considered inoperative (*Refer to Item 32-07-02 Tire Pressure Monitoring on the WHEEL SD page*).
Note: May be combined with any other item listed in CDL-32 chapter.

– or –

b)

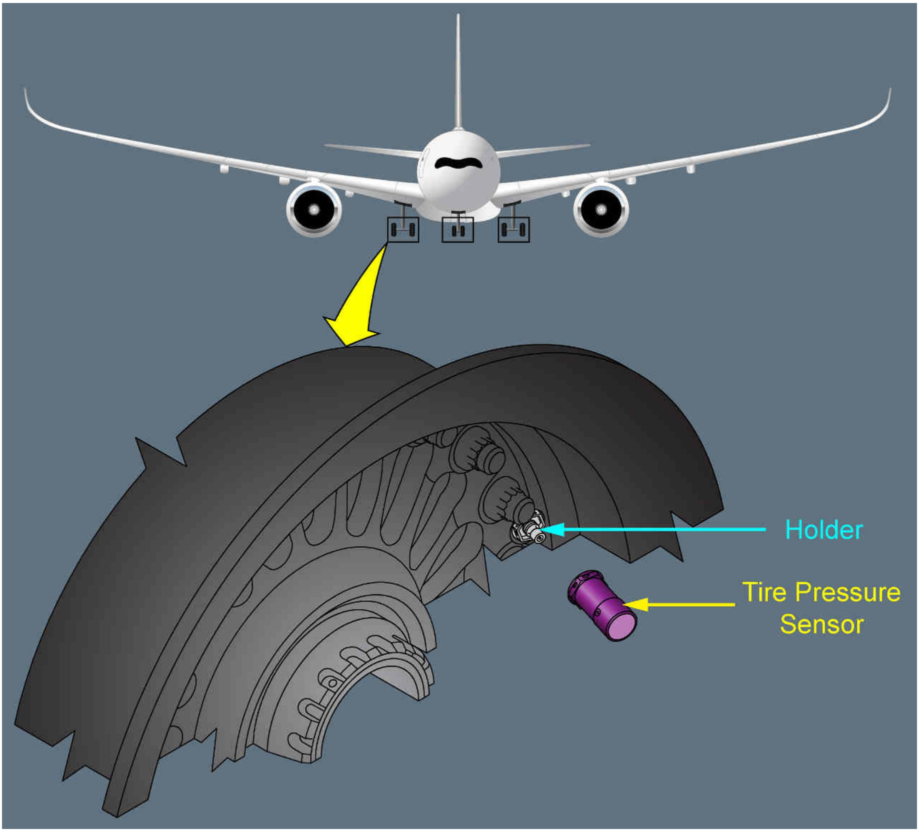
32-10 **TIRE PRESSURE SENSOR**	**Quantity installed** **10**

All may be missing on wheels equipped with a blanking plug instead of a tire pressure sensor holder.
The affected tire pressure sensor must be considered inoperative (*Refer to Item 32-07-02 Tire Pressure Monitoring on the WHEEL SD page*).
Note: May be combined with any other item listed in CDL-32 chapter.

Refer to CDL-32-10 Illustration Tire Pressure Sensor

ILLUSTRATION TIRE PRESSURE SENSOR

Ident.: CDL-32-10-00022623.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 32-10 Tire Pressure Sensor*.

32-11	Nose Landing Gear Torque Link Noise Cap

Ident.: CDL-32-11-00022624.0001001 / 20 JUL 15
Applicable to: ALL

32-11 NOSE LANDING GEAR TORQUE LINK NOISE CAP	Quantity installed 4

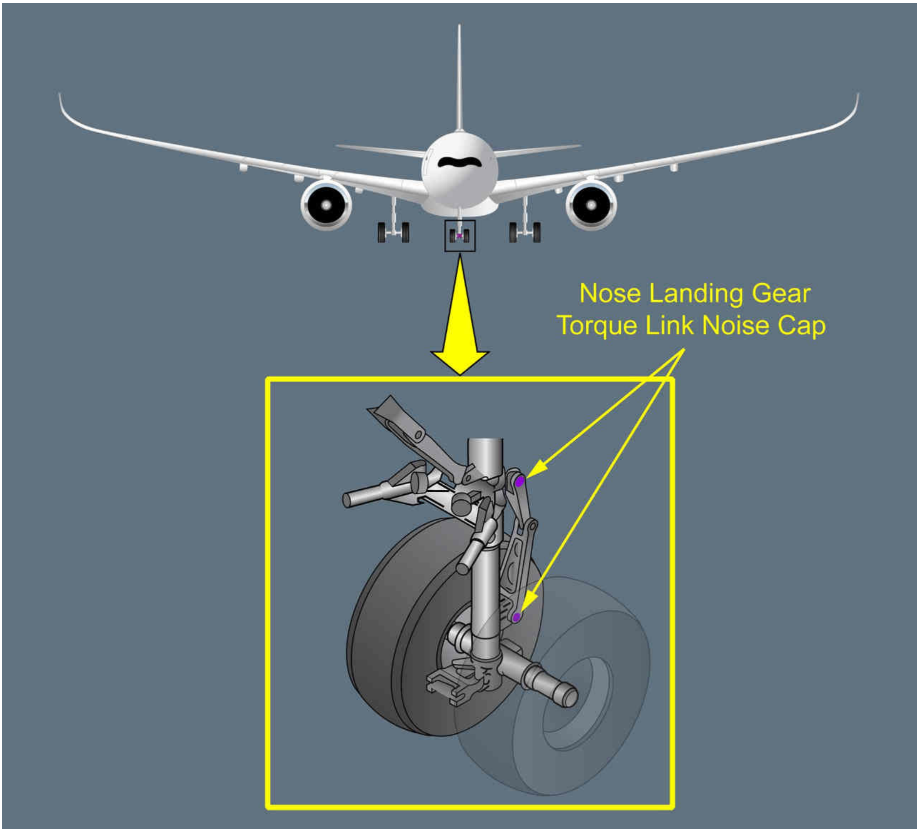
All may be missing.

Note: *May be combined with any other item listed in CDL-32 chapter.*

Refer to CDL-32-11 Illustration Nose Landing Gear Torque Link Noise Cap

ILLUSTRATION NOSE LANDING GEAR TORQUE LINK NOISE CAP

Ident.: CDL-32-11-00022625.0001001 / 22 NOV 17
Applicable to: ALL



For dispatch conditions: *Refer to 32-11 Nose Landing Gear Torque Link Noise Cap*.

32-12	Nose Landing Gear Uplock Roller

Ident.: CDL-32-12-00022626.0001001 / 30 MAY 18
Applicable to: ALL

32-12 NOSE LANDING GEAR UPLOCK ROLLER	**Quantity installed 1**

(m) *Refer to Maintenance Procedure A350-A-32-21-XX-02ZZZ-560Z-A*
May be missing provided that all the landing gears are locked in the extended position.
Note: ***Notify Dispatch.***
Note: *Flight dispatch from TPE is not allowed.*
Note: *The flight is conducted for ferry to where repair can be made only.*
Note: *May be combined with any other item listed in CDL-32 chapter.*

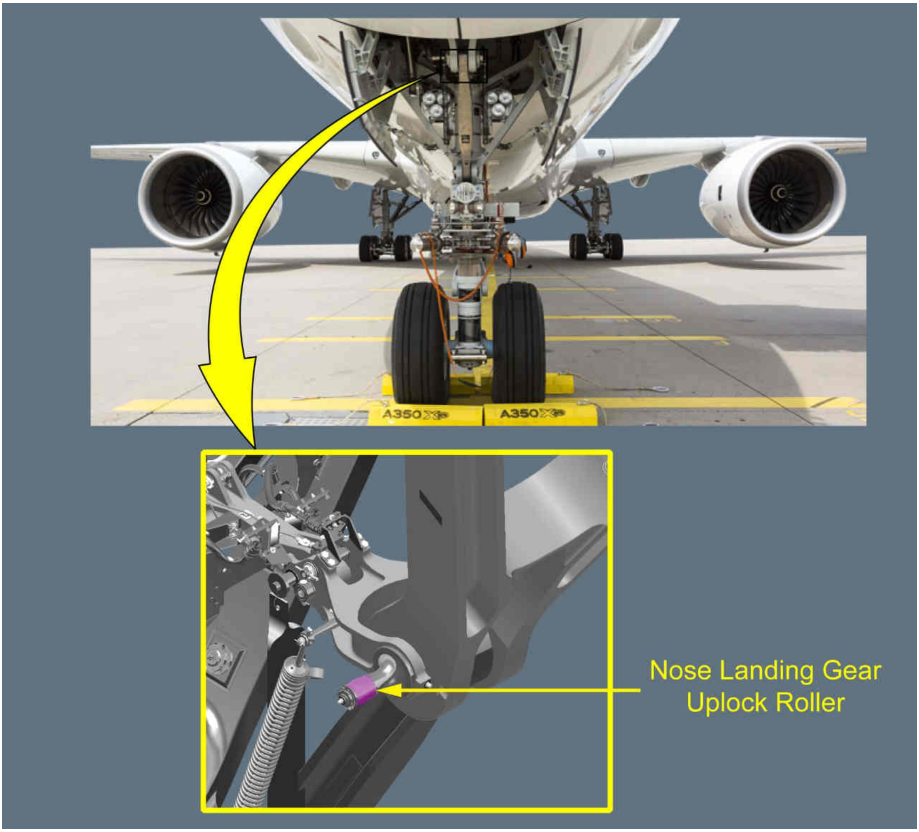
- **Limitations:**

  Landing gears retraction is forbidden.
  A flight with landing gear down must be performed (*Refer to AFM/APP-LGDN General*).

Refer to CDL-32-12 Illustration Nose Landing Gear Uplock Roller

ILLUSTRATION NOSE LANDING GEAR UPLOCK ROLLER

Ident.: CDL-32-12-00022627.0001001 / 31 MAY 18
Applicable to: ALL



For dispatch conditions: *Refer to 32-12 Nose Landing Gear Uplock Roller*.

32-13	Main Landing Gear Uplock Roller

Ident.: CDL-32-13-00024080.0001001 / 30 MAY 18
Applicable to: ALL

32-13 MAIN LANDING GEAR UPLOCK ROLLER	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-32-11-XX-03ZZZ-560Z-A*

May be missing provided that all the landing gears are locked in the extended position.

Note: ***Notify Dispatch.***

Note: *Flight dispatch from TPE is not allowed.*

Note: *The flight is conducted for ferry to where repair can be made only.*

Note: *May be combined with any other item listed in CDL-32 chapter.*

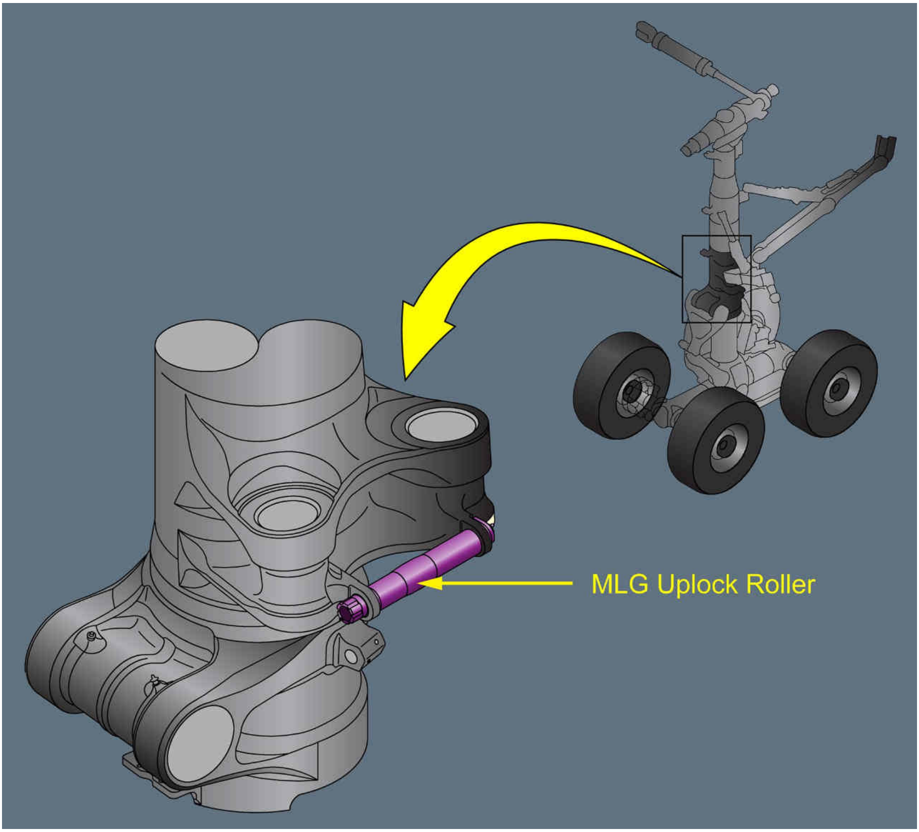
- **Limitations:**

  Landing gears retraction is forbidden.
  A flight with landing gear down must be performed (*Refer to AFM/APP-LGDN General*).

Refer to CDL-32-13 Illustration Main Landing Gear Uplock Roller

ILLUSTRATION MAIN LANDING GEAR UPLOCK ROLLER

Ident.: CDL-32-13-00024081.0001001 / 31 MAY 18
Applicable to: ALL



For dispatch conditions: *Refer to 32-13 Main Landing Gear Uplock Roller*.

32-16	Main Landing Gear Aft Sidestay Spring Aerodynamic Deflector

Ident.: CDL-32-16-00024116.0001001 / 08 JUN 17
Applicable to: ALL

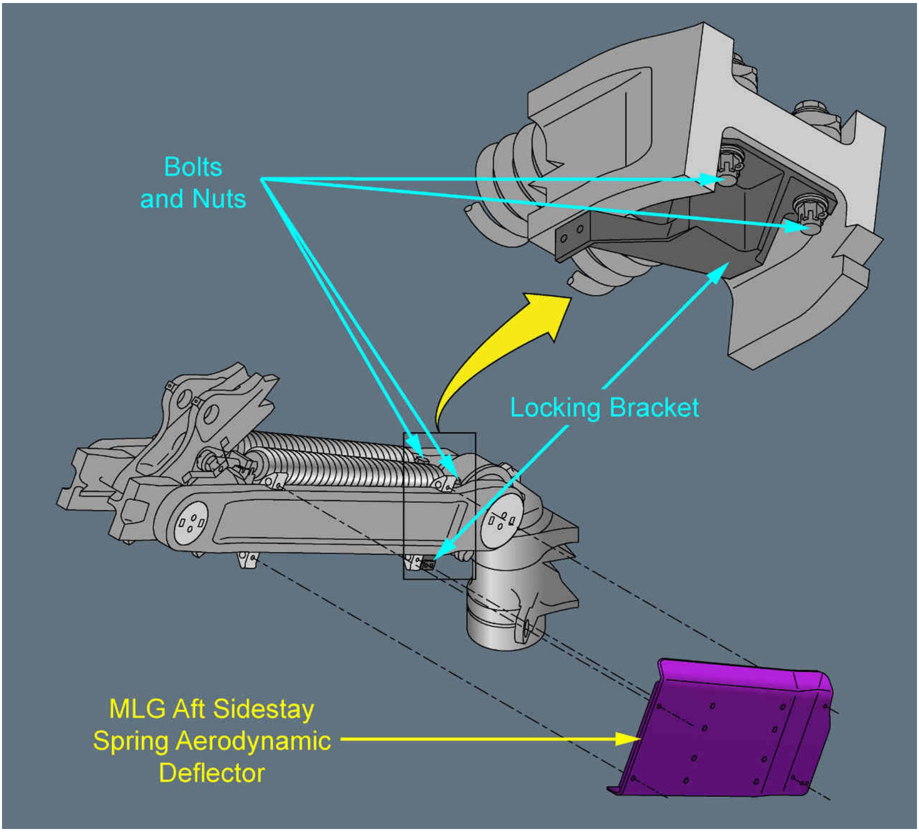
32-16 MAIN LANDING GEAR AFT SIDESTAY SPRING AERODYNAMIC DEFLECTOR	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-32-11-XX-02ZZZ-560Z-A*
All may be missing provided that the locking bracket and the longer attachment bolts with associated nuts are fitted.
Note: *May be combined with any other item listed in CDL-32 chapter.*

Refer to CDL-32-16 Illustration Main Landing Gear Aft Sidestay Spring Aerodynamic Deflector

ILLUSTRATION MAIN LANDING GEAR AFT SIDESTAY SPRING AERODYNAMIC DEFLECTOR

Ident.: CDL-32-16-00024117.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 32-16 Main Landing Gear Aft Sidestay Spring Aerodynamic Deflector*.

32-17	Main Landing Gear Noise End Cap

Ident.: CDL-32-17-00024567.0001001 / 19 JUN 18
Applicable to: ALL

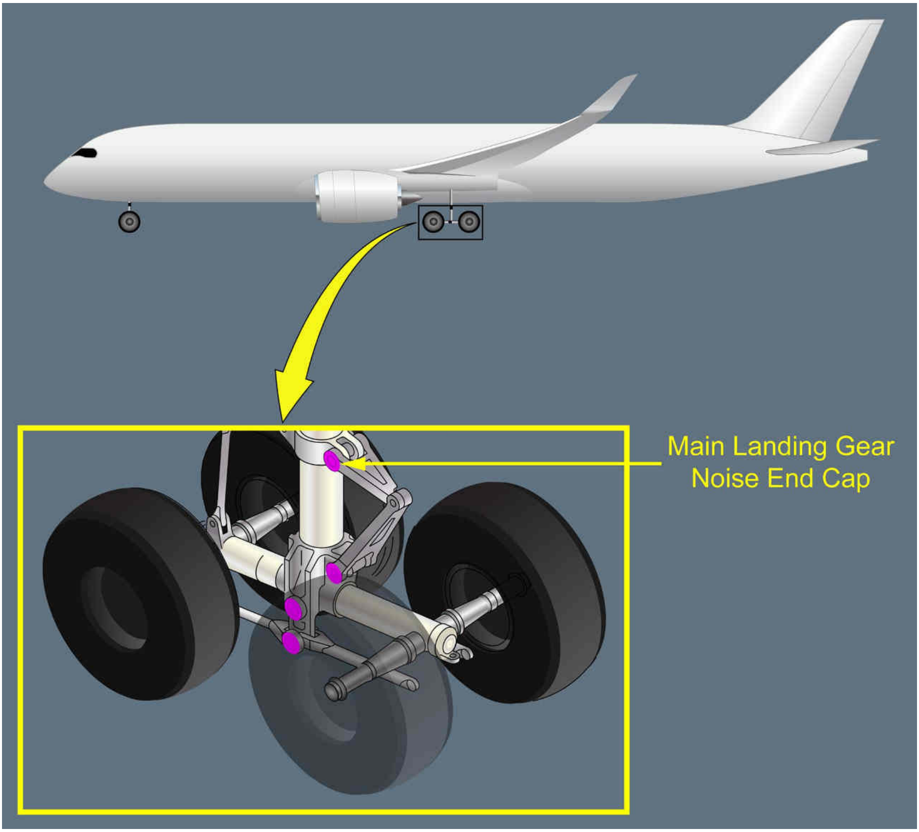
32-17 MAIN LANDING GEAR NOISE END CAP	Quantity installed 16

(m) *Refer to Maintenance Procedure A350-A-32-11-XX-04ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-32 chapter.*

Refer to CDL-32-17 Illustration Main Landing Gear Noise End Cap

ILLUSTRATION MAIN LANDING GEAR NOISE END CAP

Ident.: CDL-32-17-00024568.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 32-17 Main Landing Gear Noise End Cap*

33-01	HTP Logo Light Glazing

Ident.: CDL-33-01-00019422.0001001 / 08 JUN 17
Applicable to: ALL

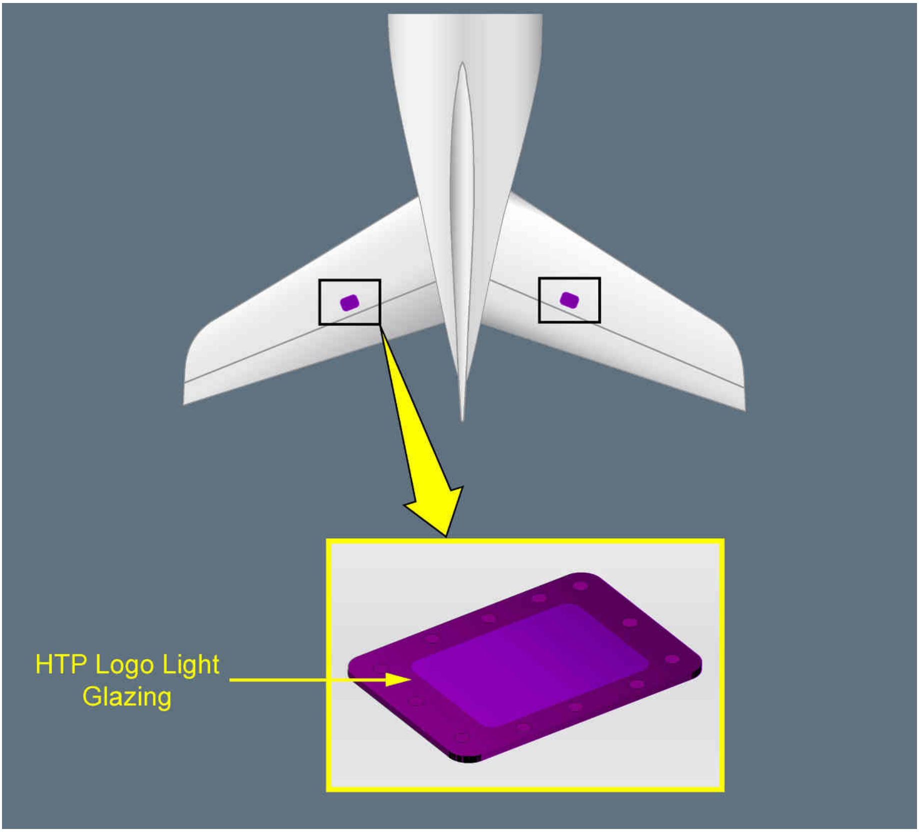
33-01 HTP LOGO LIGHT GLAZING	**Quantity installed 2**

(m) *Refer to Maintenance Procedure A350-A-33-47-XX-00ZZZ-560Z-A*
All may be missing provided that the hole is covered and the affected light is deactivated.
The affected HTP logo light must be considered inoperative (*Refer to Item 33-40-03 Logo Light*).
Note: May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.

Refer to CDL-33-01 Illustration HTP Logo Light Glazing

ILLUSTRATION HTP LOGO LIGHT GLAZING

Ident.: CDL-33-01-00019423.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 33-01 HTP Logo Light Glazing*.

33-02	Rear Strobe Light Glazing

Ident.: CDL-33-02-00019533.0001001 / 03 JUL 20

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

a)

33-02 REAR STROBE LIGHT GLAZING	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-33-48-XX-01ZZZ-560Z-A*

All may be missing provided that the hole is covered and the affected light assembly is removed.

The affected light must be considered inoperative (*Refer to Item 33-40-07 Strobe Light*).

Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

– or –

b)

33-02 REAR STROBE LIGHT GLAZING	Quantity installed 2

All may be missing.

The affected light may operate, however it must be considered inoperative (*Refer to Item 33-40-07 Strobe Light*).

Note: *1. Each affected rear strobe light assembly must be clear of any remaining broken glazing parts.*
2. May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.

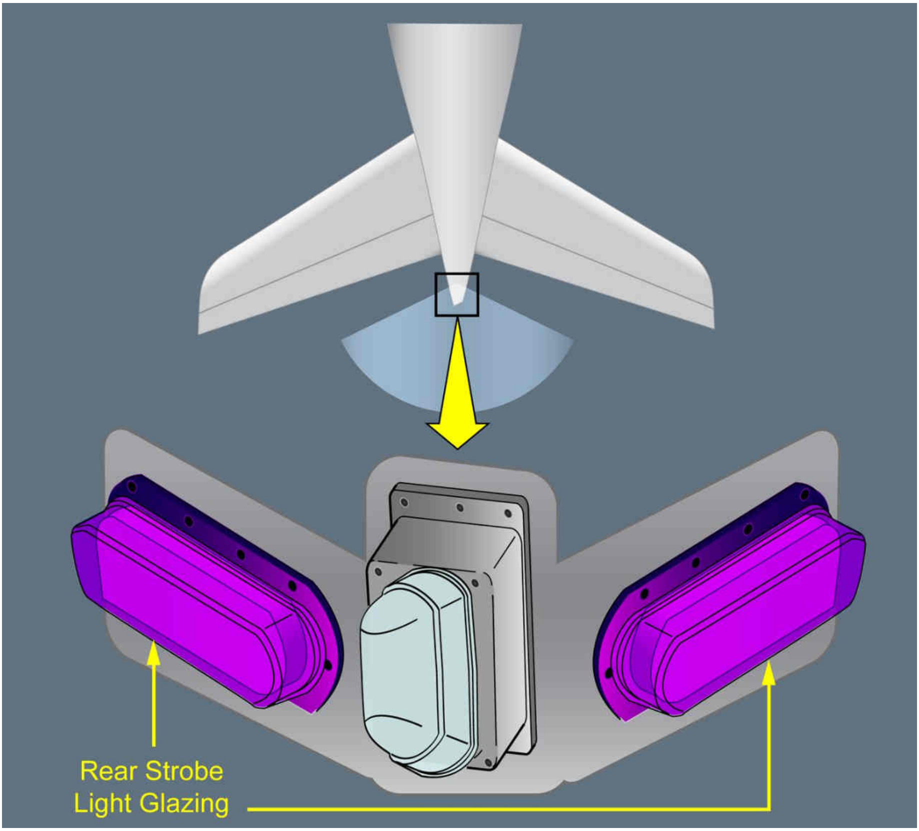
CAUTION	In the case of lightning strike, the power supply unit of the light may be damaged. The rear strobe light assembly is exposed to ambient conditions and must be changed when this CDL item 33-02 is closed.

Refer to CDL-33-02 Illustration Rear Strobe Light Glazing

ILLUSTRATION REAR STROBE LIGHT GLAZING

Ident.: CDL-33-02-00019534.0001001 / 02 OCT 14

2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**



For dispatch conditions: *Refer to 33-02 Rear Strobe Light Glazing*.

33-03	**Rear Navigation Light Glazing**

Ident.: CDL-33-03-00019424.0001001 / 08 JUN 17

1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-03 **REAR NAVIGATION LIGHT GLAZING**	**Quantity installed** **1**

(m) *Refer to Maintenance Procedure A350-A-33-41-XX-00ZZZ-560Z-A*

May be missing provided that the hole is covered and the light assembly is removed.

The light must be considered inoperative (*Refer to Item 33-40-04 NAV Light 1* and *Refer to Item 33-40-05 NAV Light 2*).

Note: ***Notify Dispatch.***

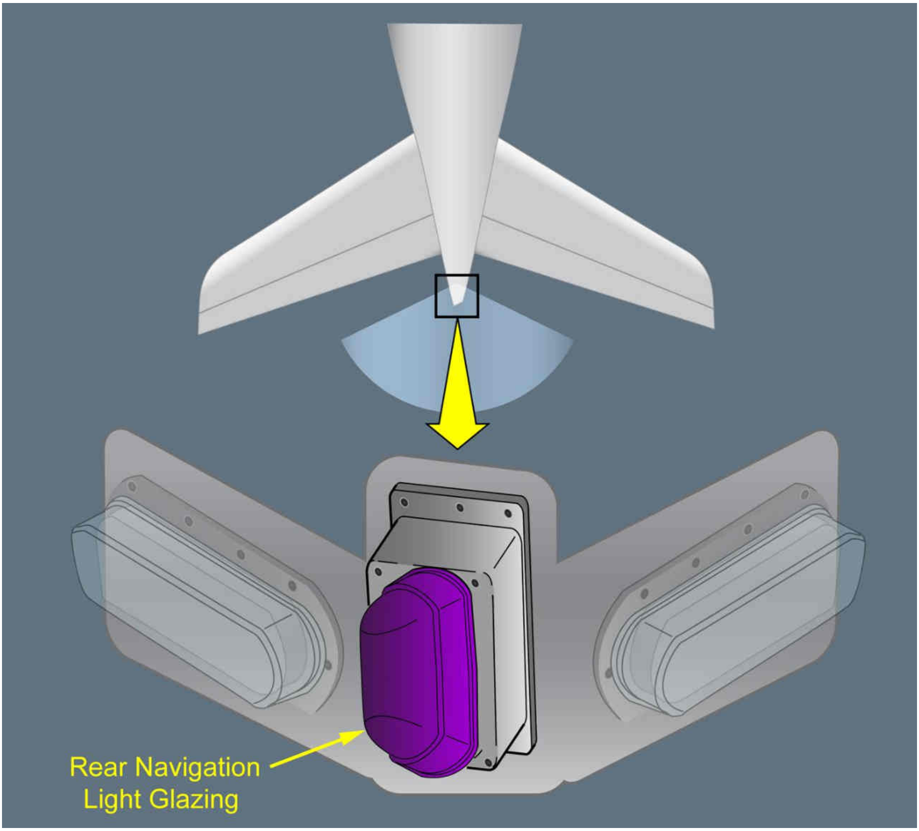
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-03 Illustration Rear Navigation Light Glazing

ILLUSTRATION REAR NAVIGATION LIGHT GLAZING

Ident.: CDL-33-03-00019425.0001001 / 02 OCT 14

2 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**



For dispatch conditions: *Refer to 33-03 Rear Navigation Light Glazing*.

33-04	Lower Beacon Light Glazing

Ident.: CDL-33-04-00019543.0001001 / 08 JUN 17
Applicable to: ALL

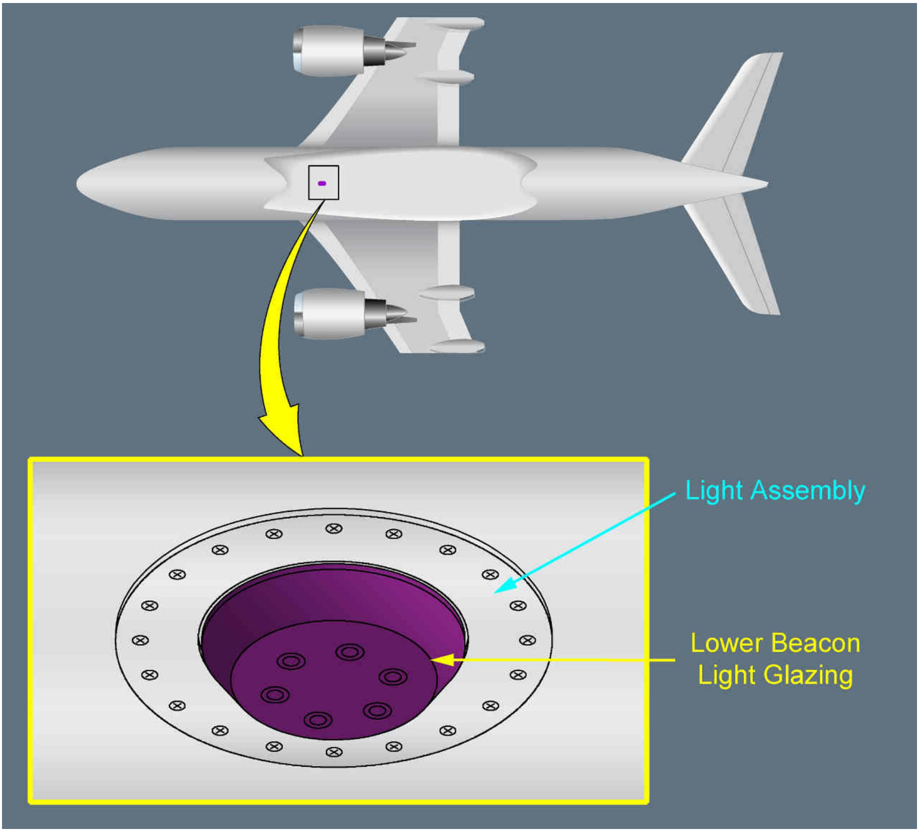
33-04 LOWER BEACON LIGHT GLAZING	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-33-48-XX-02ZZZ-560Z-A*
May be missing provided that the hole is covered and the light is deactivated.
The light must be considered inoperative (*Refer to Item 33-40-01 Beacon Light*).
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-04 Illustration Lower Beacon Light Glazing

ILLUSTRATION LOWER BEACON LIGHT GLAZING

Ident.: CDL-33-04-00019544.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 33-04 Lower Beacon Light Glazing*.

33-05 Upper Beacon Light Glazing

Ident.: CDL-33-05-00019866.0001001 / 19 JUN 18
Applicable to: ALL

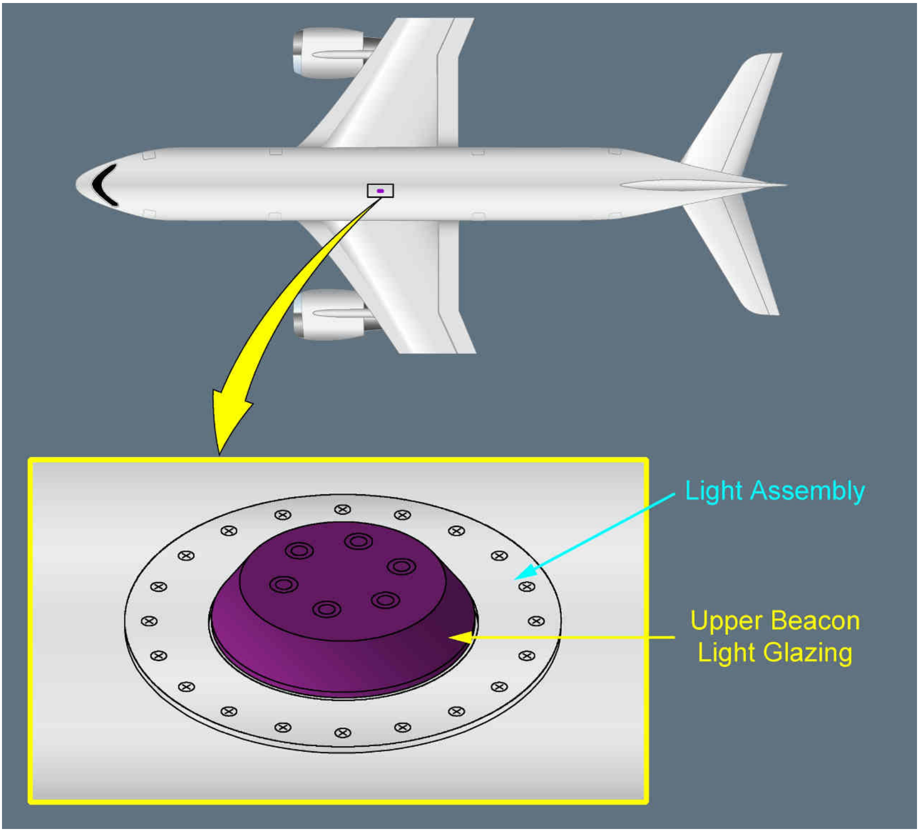
33-05 UPPER BEACON LIGHT GLAZING	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-33-48-XX-00ZZZ-560Z-A*
May be missing provided that the hole is covered and the light is deactivated.
The light must be considered inoperative (*Refer to Item 33-40-01 Beacon Light*).
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-05 Illustration Upper Beacon Light Glazing

ILLUSTRATION UPPER BEACON LIGHT GLAZING

Ident.: CDL-33-05-00019867.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 33-05 Upper Beacon Light Glazing*.

33-06	Evacuation Area Light Glazing

Ident.: CDL-33-06-00019634.0001001 / 07 JAN 19
Applicable to: ALL

33-06 EVACUATION AREA LIGHT GLAZING	Quantity installed 8

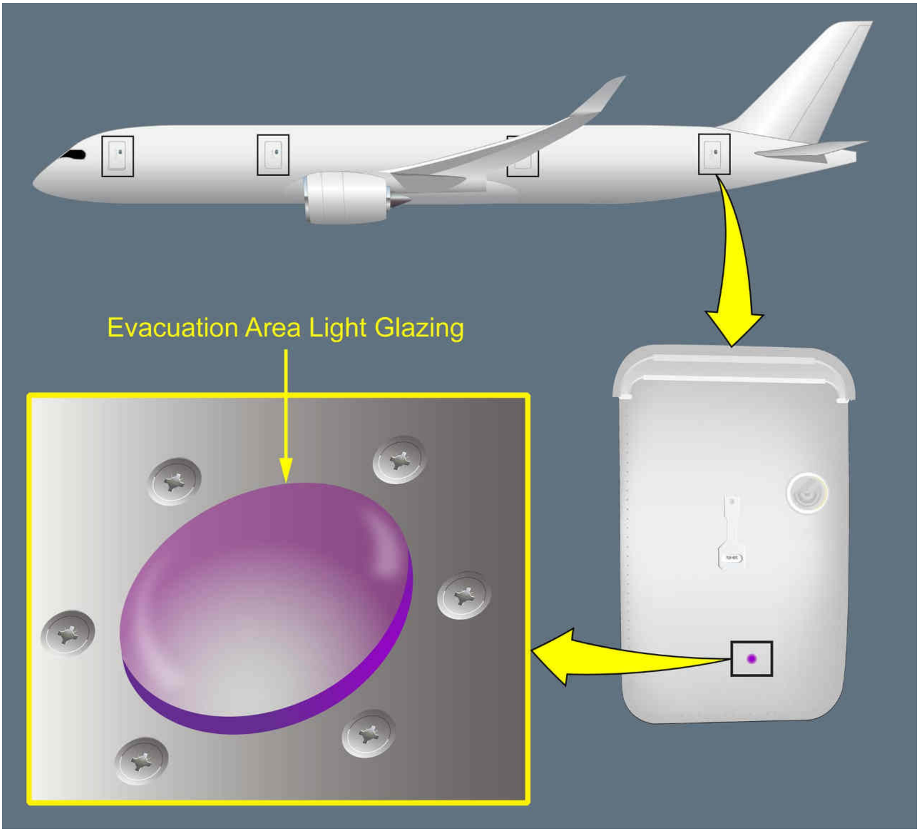
(m) *Refer to Maintenance Procedure A350-A-33-51-13-00ZZZ-560Z-A*
All may be missing provided that the hole is covered and the affected light is deactivated.
The affected light must be considered inoperative (*Refer to Item 33-50-13 Evacuation Area Light*).

Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-06 Illustration Evacuation Area Light Glazing

ILLUSTRATION EVACUATION AREA LIGHT GLAZING

Ident.: CDL-33-06-00019635.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 33-06 Evacuation Area Light Glazing*.

33-07	Wing Taxi Aid Camera Light Glazing

1 Ident.: CDL-33-07-00014687.0001001 / 12 JAN 24
Applicable to: B-18919

33-07 WING TAXI AID CAMERA LIGHT GLAZING	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-33-44-XX-00ZZZ-560Z-A*
All may be missing provided that the hole is covered and the affected light is deactivated.
The affected light must be considered inoperative (*Refer to Item 33-40-08 Taxi Aid Camera Light*).

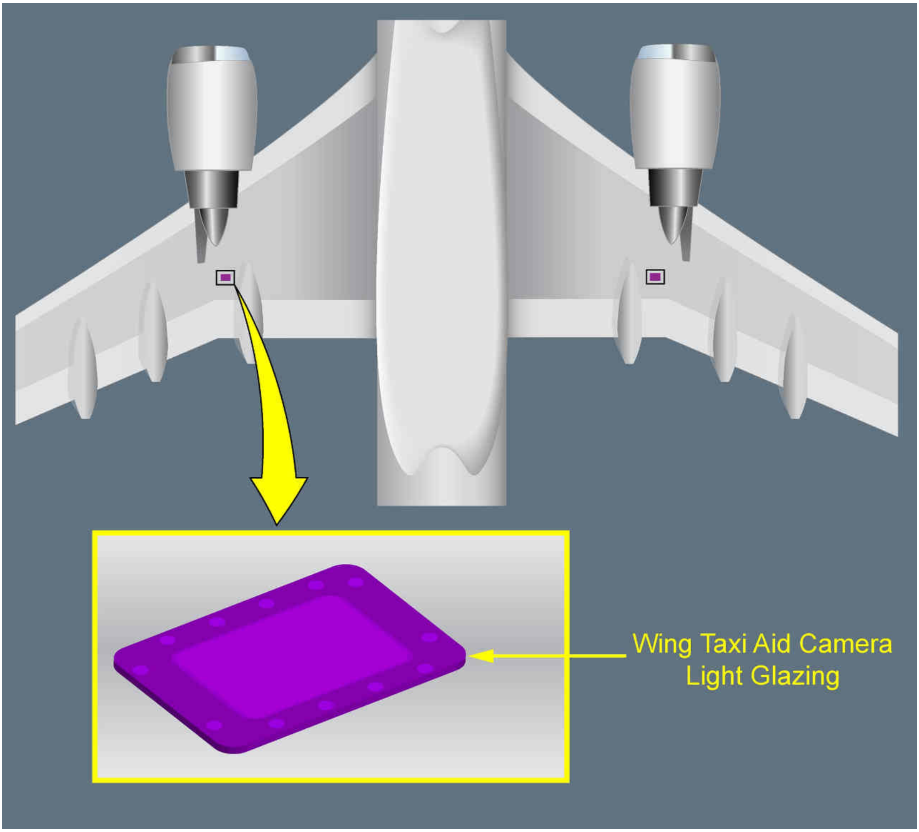
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-07 Illustration Wing Taxi Aid Camera Light Glazing

ILLUSTRATION WING TAXI AID CAMERA LIGHT GLAZING

2 Ident.: CDL-33-07-00014689.0001001 / 12 JAN 24
Applicable to: B-18919

3



For dispatch conditions: *Refer to 33-07 Wing Taxi Aid Camera Light Glazing*.

33-08	Wing and Engine Scan Light Glazing

Ident.: CDL-33-08-00021243.0001001 / 17 DEC 19
Applicable to: ALL

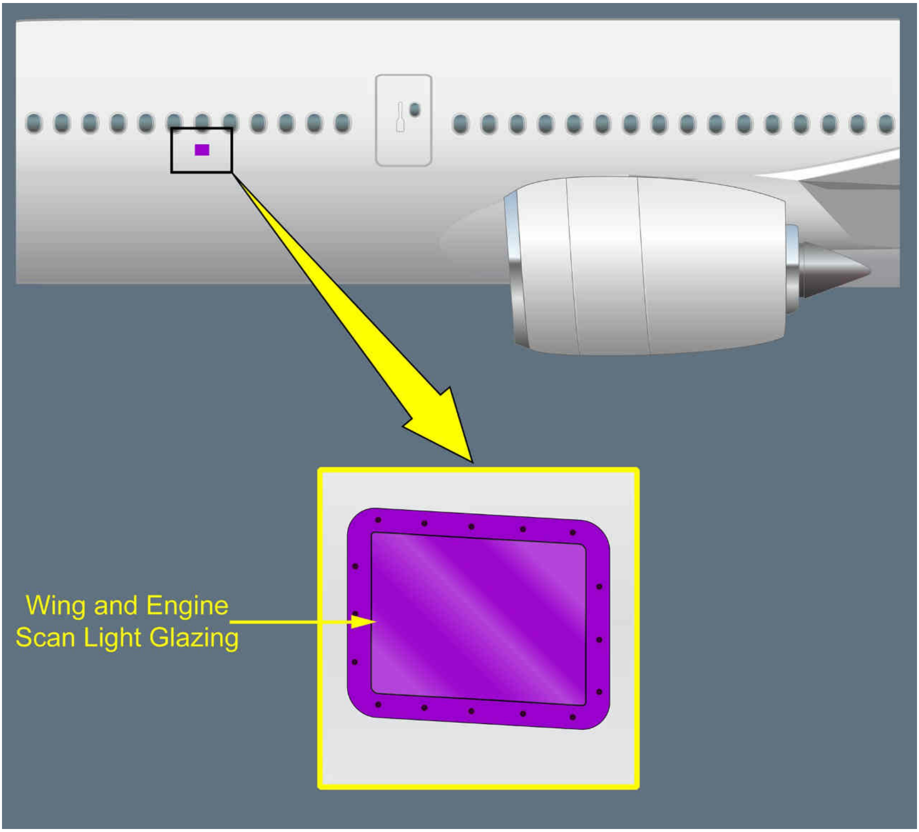
33-08 WING AND ENGINE SCAN LIGHT GLAZING	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-33-49-XX-00ZZZ-560Z-A*
All may be missing.
For each missing item, the hole must be covered and the associated light must be deactivated.
The affected light must be considered inoperative (*Refer to Item 33-40-10 Wing and Engine Scan Light*).
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-08 Illustration Wing and Engine Scan Light Glazing

ILLUSTRATION WING AND ENGINE SCAN LIGHT GLAZING

Ident.: CDL-33-08-00021244.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 33-08 Wing and Engine Scan Light Glazing*.

33-09	Belly Taxi Aid Camera Light Glazing

1 Ident.: CDL-33-09-00022628.0001001 / 12 JAN 24
Applicable to: B-18919

33-09 BELLY TAXI AID CAMERA LIGHT GLAZING	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-33-44-XX-01ZZZ-560Z-A*
All may be missing provided that the hole is covered and the affected light is deactivated.
The affected light must be considered inoperative (*Refer to Item 33-40-08 Taxi Aid Camera Light*).

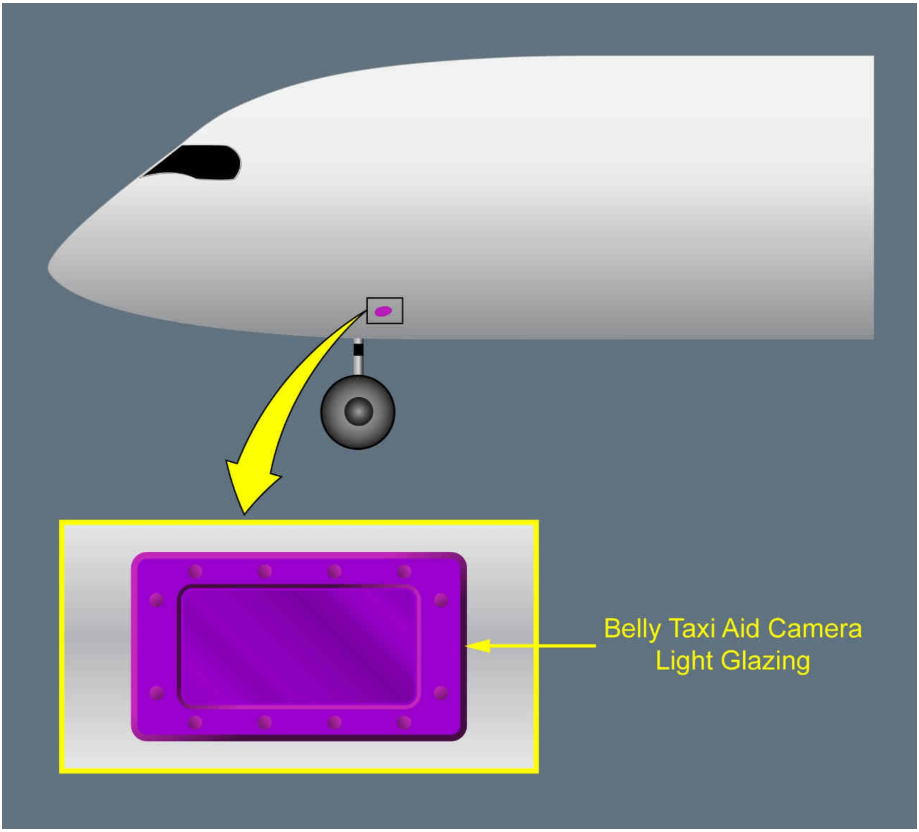
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-09 Illustration Belly Taxi Aid Camera Light Glazing

ILLUSTRATION BELLY TAXI AID CAMERA LIGHT GLAZING

2 Ident.: CDL-33-09-00022629.0001001 / 12 JAN 24
Applicable to: B-18919

3



For dispatch conditions: *Refer to 33-09 Belly Taxi Aid Camera Light Glazing*.

33-10	Taxi And Runway Turn Off Light Glazing

Ident.: CDL-33-10-00022630.0001001 / 07 JAN 19
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-10 TAXI AND RUNWAY TURN OFF LIGHT GLAZING	Quantity installed 3

(m) *Refer to Maintenance Procedure A350-A-33-43-XX-00ZZZ-560Z-A*
All may be missing provided that the affected light is removed and deactivated.
The affected light must be considered inoperative (*Refer to Item 33-40-06 Taxi and Runway Turn Off Light Function*).
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-10 Illustration Taxi And Runway Turn Off Light Glazing

33-10	Taxi And Runway Turn Off Light Glazing

2 Ident.: CDL-33-10-00022630.0002001 / 12 JAN 24
Applicable to: B-18919

33-10 TAXI AND RUNWAY TURN OFF LIGHT GLAZING	Quantity installed 1

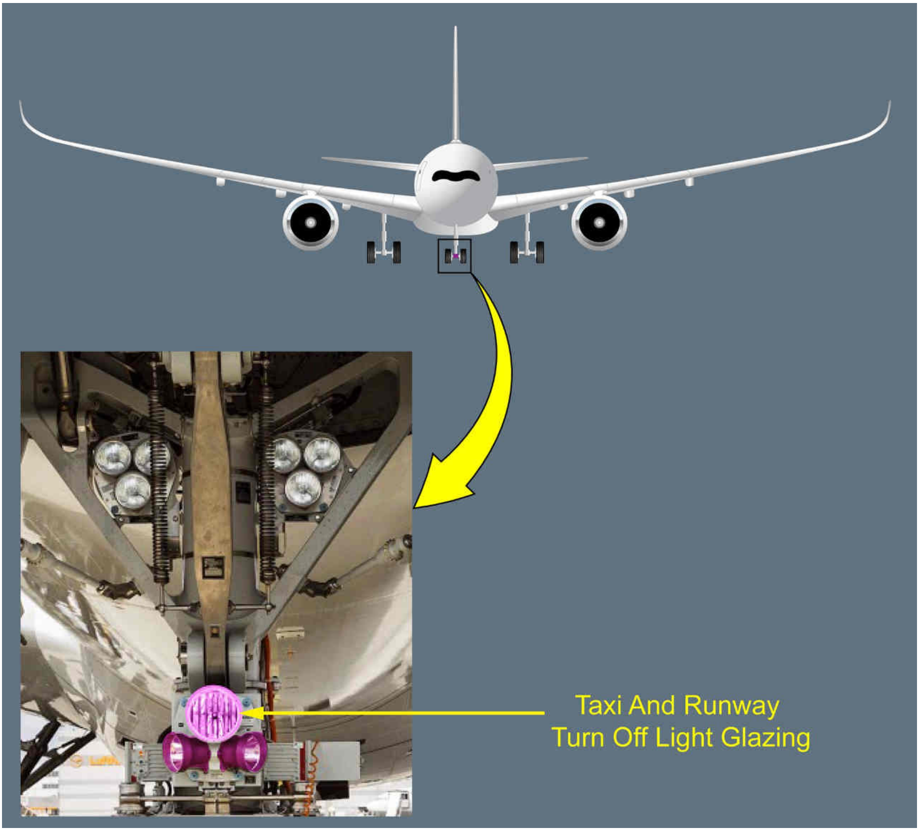
(m) *Refer to Maintenance Procedure A350-A-33-43-XX-00ZZZ-560Z-A*
May be missing provided that the light assembly is removed and deactivated.
The affected light must be considered inoperative (*Refer to Item 33-40-06 Taxi and Runway Turn Off Light Function*).
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-10 Illustration Taxi And Runway Turn Off Light Glazing

ILLUSTRATION TAXI AND RUNWAY TURN OFF LIGHT GLAZING

Ident.: CDL-33-10-00022631.0001001 / 07 JAN 19

3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**



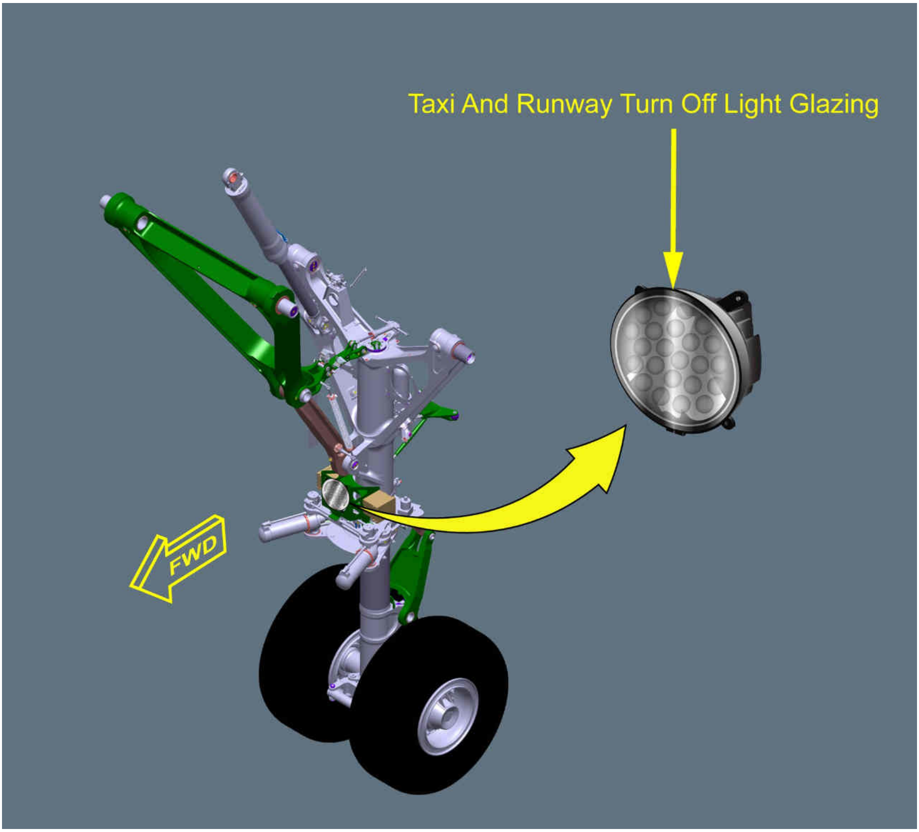
For dispatch conditions: *Refer to 33-10 Taxi And Runway Turn Off Light Glazing*.

ILLUSTRATION TAXI AND RUNWAY TURN OFF LIGHT GLAZING

4 Ident.: CDL-33-10-00022631.0002001 / 12 JAN 24

Applicable to: B-18919

5



For dispatch conditions: *Refer to 33-10 Taxi And Runway Turn Off Light Glazing*.

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33-11	Takeoff Light Glazing

Ident.: CDL-33-11-00023361.0001001 / 07 JAN 19
1 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**

33-11 TAKEOFF LIGHT GLAZING	Quantity installed 6

(m) *Refer to Maintenance Procedure A350-A-33-46-XX-00ZZZ-560Z-A*
All may be missing provided that the affected light is removed and deactivated.
The affected light must be considered inoperative (*Refer to Item 33-40-09 Takeoff Light Function*).
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-11 Illustration Takeoff Light Glazing

33-11	Takeoff Light Glazing

2 Ident.: CDL-33-11-00023361.0002001 / 12 JAN 24
Applicable to: B-18919

33-11 TAKEOFF LIGHT GLAZING	Quantity installed 2

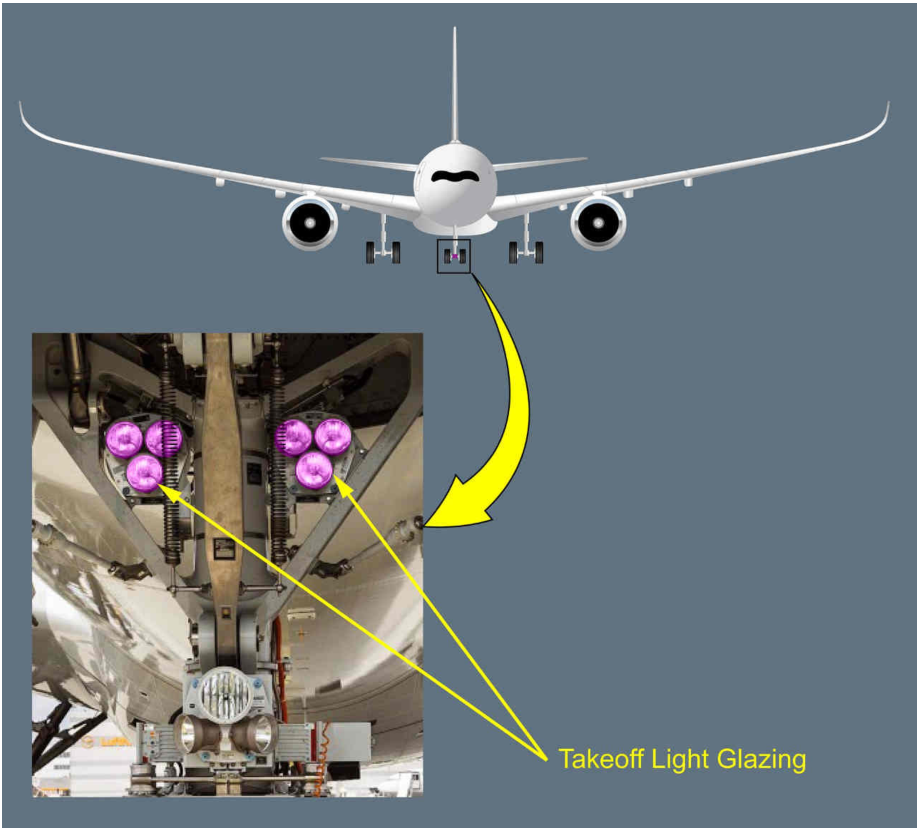
(m) *Refer to Maintenance Procedure A350-A-33-46-XX-00ZZZ-560Z-A*
All may be missing provided that the affected light is removed and deactivated.
The affected light must be considered inoperative (*Refer to Item 33-40-09 Takeoff Light Function*).
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-11 Illustration Takeoff Light Glazing

ILLUSTRATION TAKEOFF LIGHT GLAZING

Ident.: CDL-33-11-00023362.0001001 / 07 JAN 19

3 **Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918**



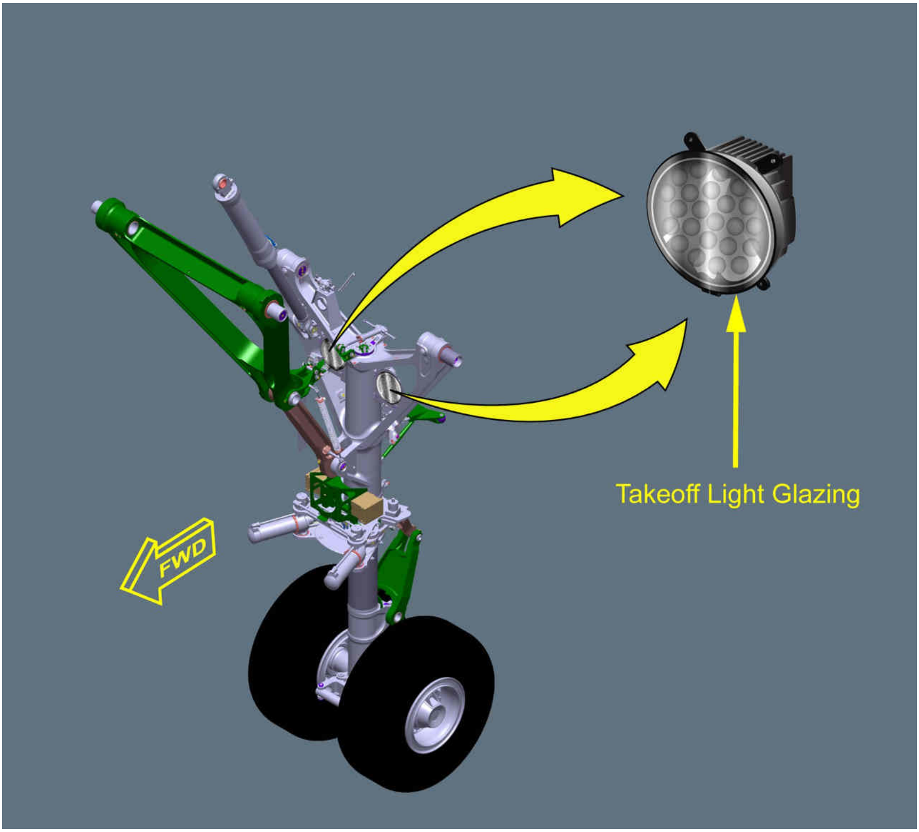
For dispatch conditions: *Refer to 33-11 Takeoff Light Glazing*.

ILLUSTRATION TAKEOFF LIGHT GLAZING

4 Ident.: CDL-33-11-00023362.0002001 / 12 JAN 24

Applicable to: B-18919

5



For dispatch conditions: *Refer to 33-11 Takeoff Light Glazing*.

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33-13	Rear Navigation and Strobe Light Glazing

1 Ident.: CDL-33-13-00024885.0001001 / 12 JAN 24
Applicable to: B-18919

33-13 REAR NAVIGATION AND STROBE LIGHT GLAZING	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-33-41-XX-02ZZZ-560Z-A*
May be missing provided that the light assembly is removed and the hole is covered.
The rear navigation lights and the rear strobe lights must be considered inoperative (*Refer to Item 33-40-04 NAV Light 1*, *Refer to Item 33-40-05 NAV Light 2* and *Refer to Item 33-40-07 Strobe Light*).

Note: ***Notify Dispatch.***

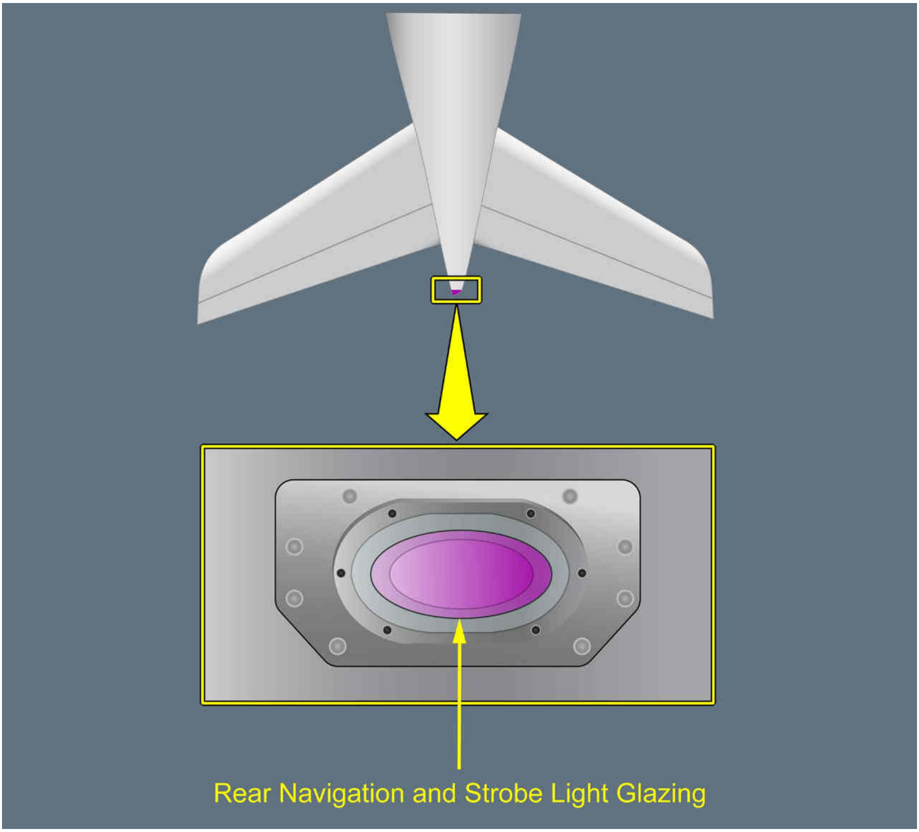
Note: *May be combined with any other item listed in CDL-33 chapter provided that associated MEL conditions are respected.*

Refer to CDL-33-13 Illustration Rear Navigation and Strobe Light Glazing

ILLUSTRATION REAR NAVIGATION AND STROBE LIGHT GLAZING

2 Ident.: CDL-33-13-00024886.0001001 / 12 JAN 24
Applicable to: B-18919

3



For dispatch conditions: *Refer to 33-13 Rear Navigation and Strobe Light Glazing*.

38-01	Water Waste Drain Mast

Ident.: CDL-38-01-00019646.0001001 / 06 FEB 17
Applicable to: ALL

a)

38-01 WATER WASTE DRAIN MAST	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-30-71-56-01ZZZ-560Z-A*
All may be missing provided that the hole is covered with a solid cover and the affected drain mast heating system is deactivated.
The affected drain mast heating system must be considered inoperative (*Refer to Item 30-71-01 Drain Mast Heating System*).
Note: *May be combined with any other item listed in CDL-38 chapter.*

– or –

b)

38-01 WATER WASTE DRAIN MAST	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-30-71-56-02ZZZ-560Z-A*
All may be missing provided that the hole is covered with high speed tape and the affected drain mast heating system is deactivated.
The affected drain mast heating system must be considered inoperative (*Refer to Item 30-71-01 Drain Mast Heating System*).
Note: ***Notify Dispatch.***
Note: *Flight dispatch from TPE is not allowed.*
Note: *The flight is conducted unpressurized for ferry to where repair can be made only.*
Note: *May be combined with any other item listed in CDL-38 chapter.*

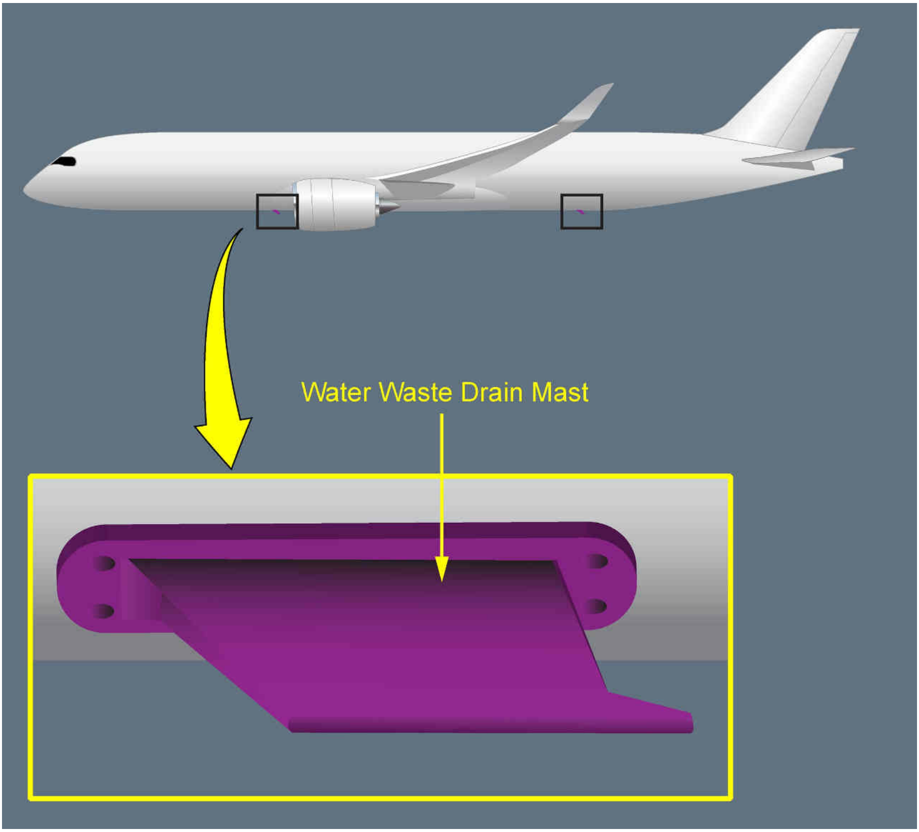
- **Limitations:**

  Only non-pressurized flight is permitted.

Refer to CDL-38-01 Illustration Water Waste Drain Mast

ILLUSTRATION WATER WASTE DRAIN MAST

Ident.: CDL-38-01-00019647.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 38-01 Water Waste Drain Mast*.

38-02	Waste Service Panel Access Door

Ident.: CDL-38-02-00019649.0001001 / 28 APR 23
Applicable to: ALL

38-02 WASTE SERVICE PANEL ACCESS DOOR	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-52-42-74-01ZZZ-560Z-A*
May be missing provided the door proximity switch is deactivated.
Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-38 chapter.*

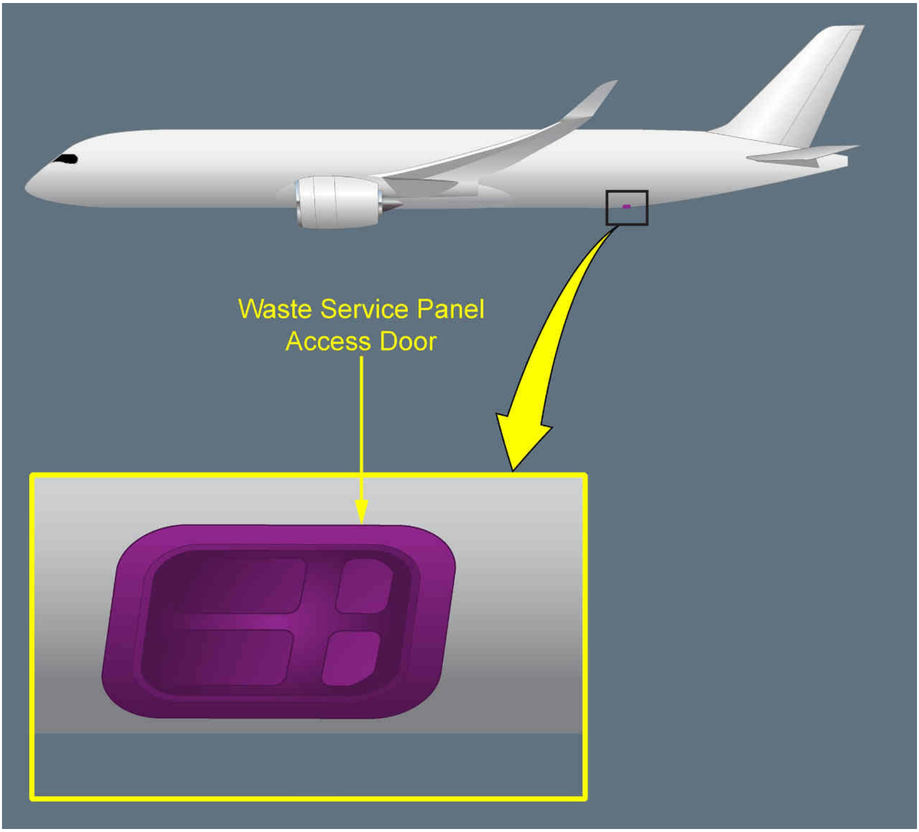
- **Performance:**

The following performance penalties are applicable:
- Takeoff and approach climb performance limiting weights are reduced by 120 kg (265 lb)
- En-route performance limiting weight is reduced by 200 kg (441 lb).

Refer to CDL-38-02 Illustration Waste Service Panel Access Door

ILLUSTRATION WASTE SERVICE PANEL ACCESS DOOR

Ident.: CDL-38-02-00019650.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 38-02 Waste Service Panel Access Door*.

38-03	Potable Water Panel Access Door

Ident.: CDL-38-03-00019651.0001001 / 19 JUN 18
Applicable to: ALL

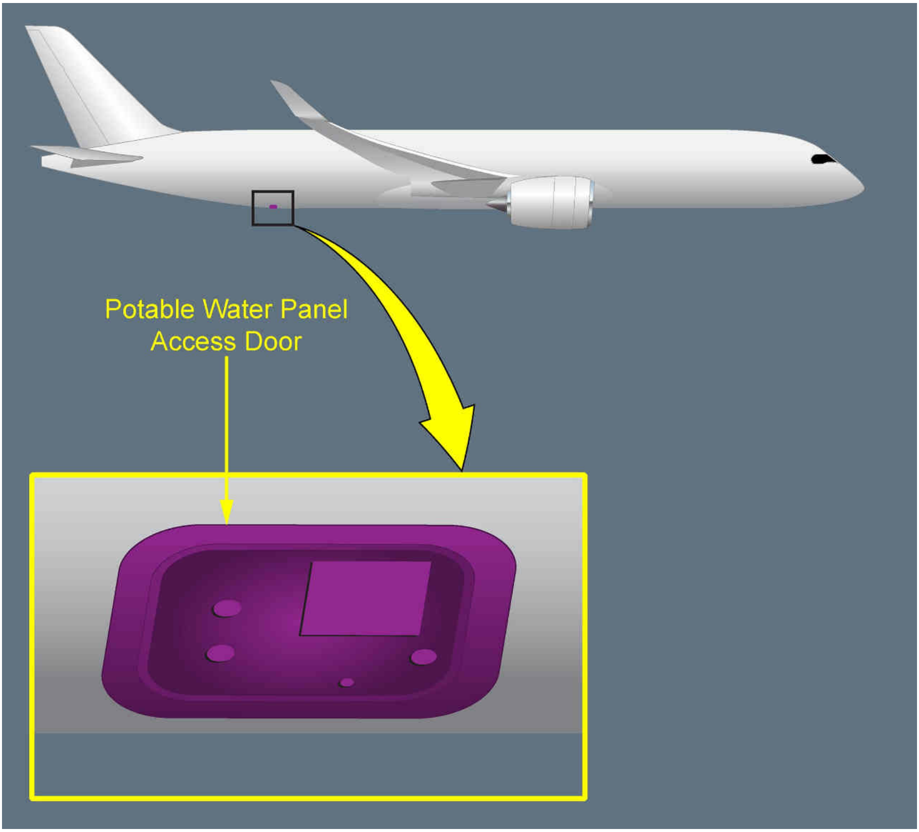
38-03 POTABLE WATER PANEL ACCESS DOOR	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-52-42-69-02ZZZ-560Z-A*
May be missing provided that the door proximity switch is deactivated.
Note: *May be combined with any other item listed in CDL-38 chapter.*

Refer to CDL-38-03 Illustration Potable Water Panel Access Door

ILLUSTRATION POTABLE WATER PANEL ACCESS DOOR

Ident.: CDL-38-03-00019652.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 38-03 Potable Water Panel Access Door*.

38-04	Bilge Drain Valve

Ident.: CDL-38-04-00019724.0001001 / 06 FEB 17
Applicable to: ALL

38-04 BILGE DRAIN VALVE	Quantity installed 21

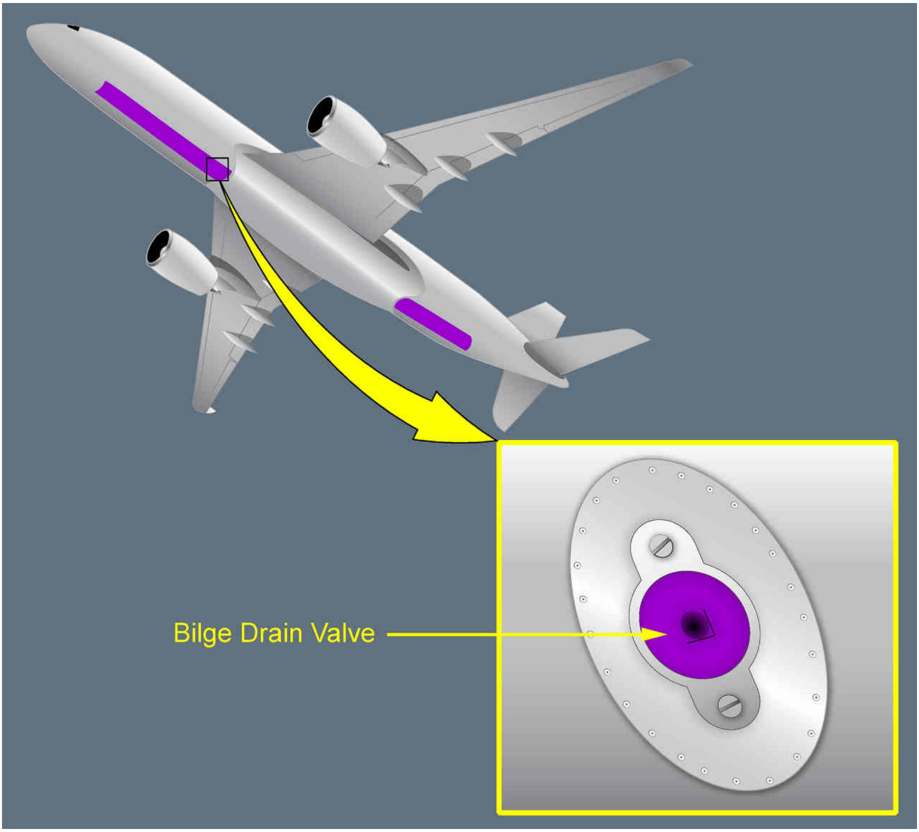
All may be missing provided that a visual inspection is performed before each flight to ensure there is no additional damage or contamination on the aircraft.

Note: *May be combined with any other item listed in CDL-38 chapter.*

Refer to CDL-38-04 Illustration Bilge Drain Valve

ILLUSTRATION BILGE DRAIN VALVE

Ident.: CDL-38-04-00019725.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 38-04 Bilge Drain Valve*.

38-05	**Drainage Pipe**

Ident.: CDL-38-05-00019746.0001001 / 30 SEP 14
Applicable to: ALL

38-05 **DRAINAGE PIPE**	**Quantity installed** **12**

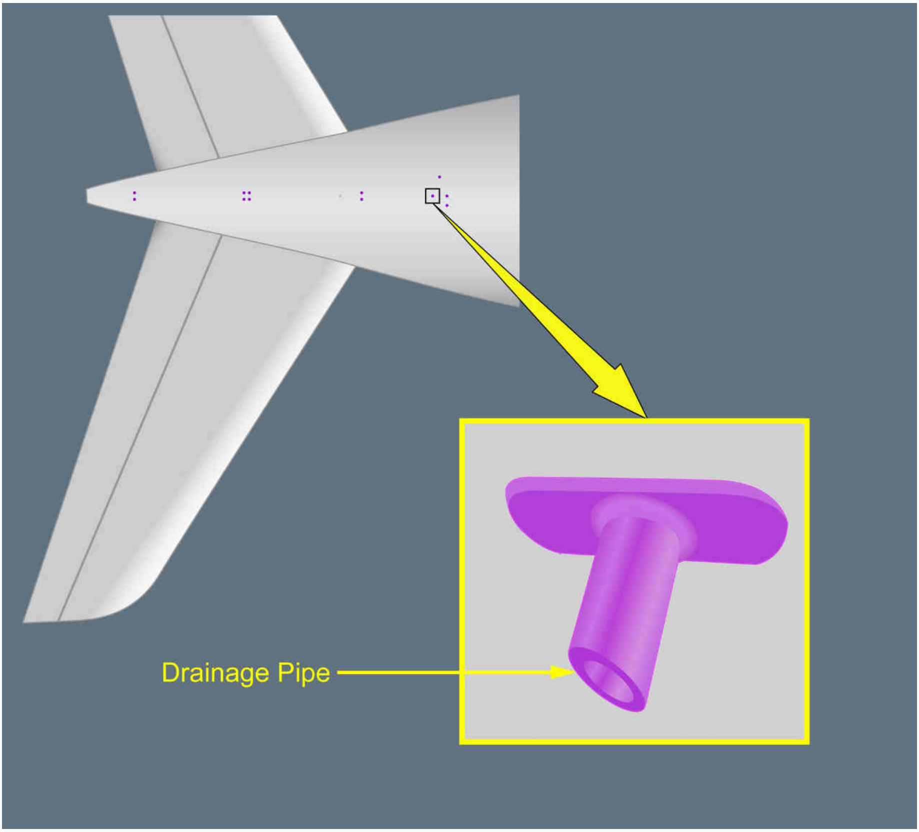
All may be missing.

Note: *May be combined with any other item listed in CDL-38 chapter.*

Refer to CDL-38-05 Illustration Drainage Pipe

ILLUSTRATION DRAINAGE PIPE

Ident.: CDL-38-05-00019747.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 38-05 Drainage Pipe*.

52-01	**Middle Scuff Plate of Passenger Door 1**

Ident.: CDL-52-01-00019726.0001001 / 03 JUL 20
Applicable to: ALL

52-01 **MIDDLE SCUFF PLATE OF PASSENGER DOOR 1**	**Quantity installed** **2**

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-0DZZZ-560Z-A*
All may be missing provided that the primary structure is not damaged. A visual inspection must be performed before each flight to ensure that there is no additional damage or contamination on the aircraft.

Note: ***Notify Dispatch.***

Note: *1. Consider using other doors for ground operations and servicing in order to avoid damage to the aircraft primary structure.*
2. May be combined with any other item listed in CDL-52 chapter.

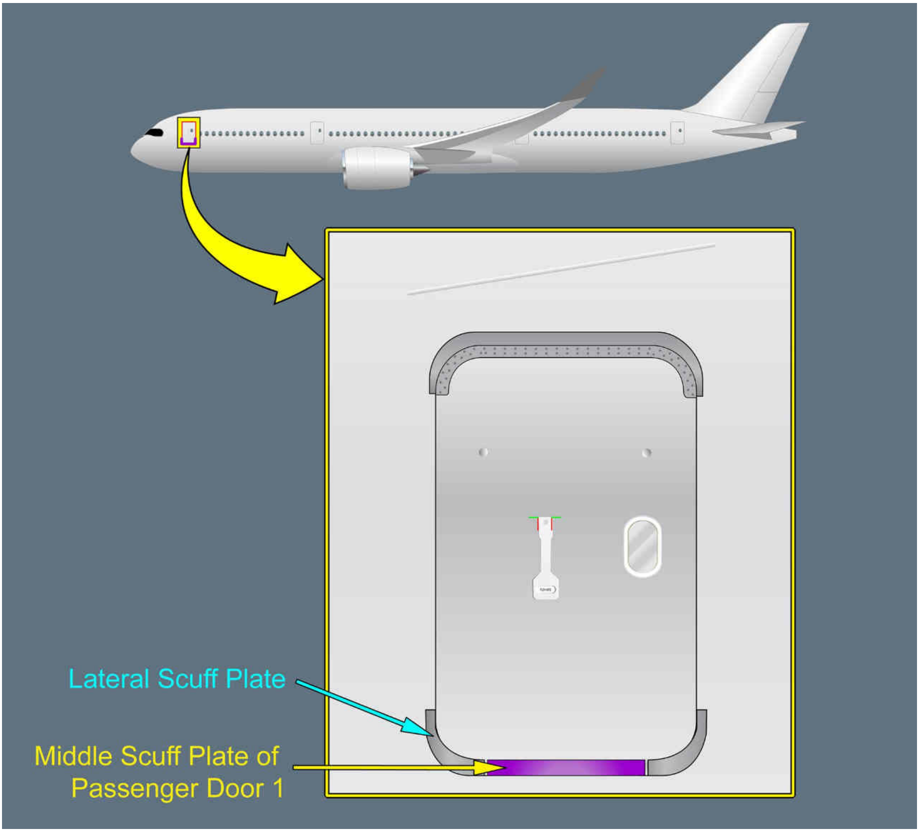
- **Performance:**

The following performance penalties are applicable:
- If both scuff plates are missing, takeoff and approach climb performance limiting weights are reduced by 60 kg (133 lb).

Refer to CDL-52-01 Illustration Middle Scuff Plate of Passenger Door 1

ILLUSTRATION MIDDLE SCUFF PLATE OF PASSENGER DOOR 1

Ident.: CDL-52-01-00019727.0001001 / 03 JUL 20
Applicable to: ALL



For dispatch conditions: *Refer to 52-01 Middle Scuff Plate of Passenger Door 1*.

52-02	Rain Gutter

Ident.: CDL-52-02-00019850.0001001 / 30 SEP 14
Applicable to: ALL

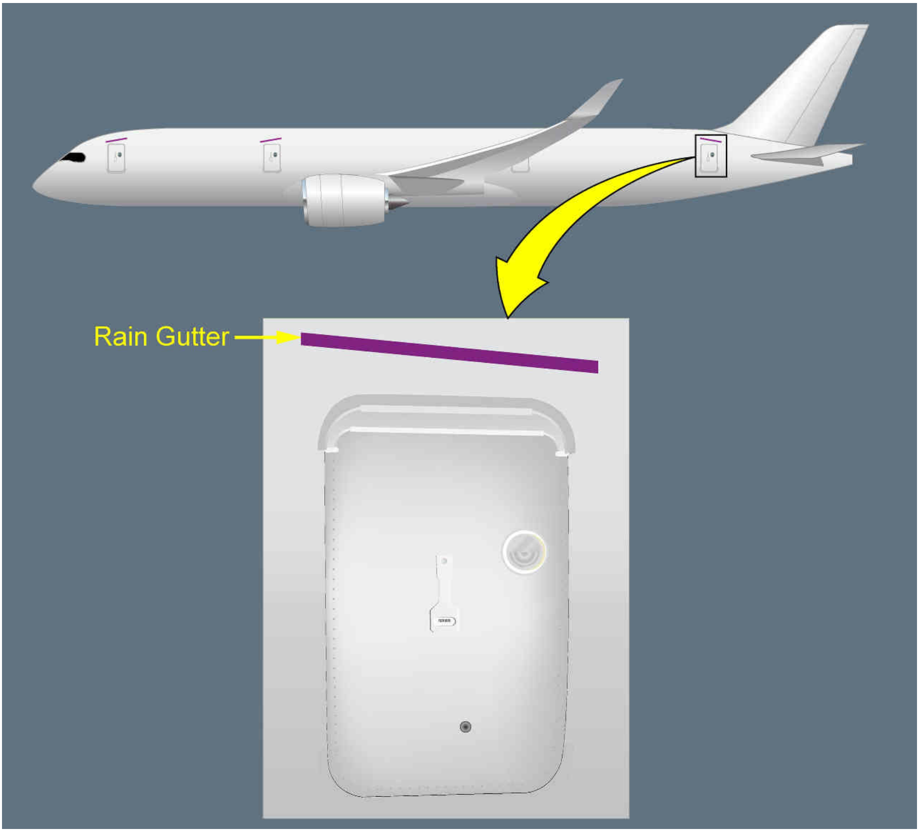
52-02 RAIN GUTTER	Quantity installed 6

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-03ZZZ-560Z-A*
All may be missing provided that the rivet holes are covered.
Note: *May be combined with any other item listed in CDL-52 chapter.*

Refer to CDL-52-02 Illustration Rain Gutter

ILLUSTRATION RAIN GUTTER

Ident.: CDL-52-02-00019851.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 52-02 Rain Gutter*.

52-03	Passenger Door Aerodynamic Seal

Ident.: CDL-52-03-00020891.0001001 / 13 JUN 16
Applicable to: ALL

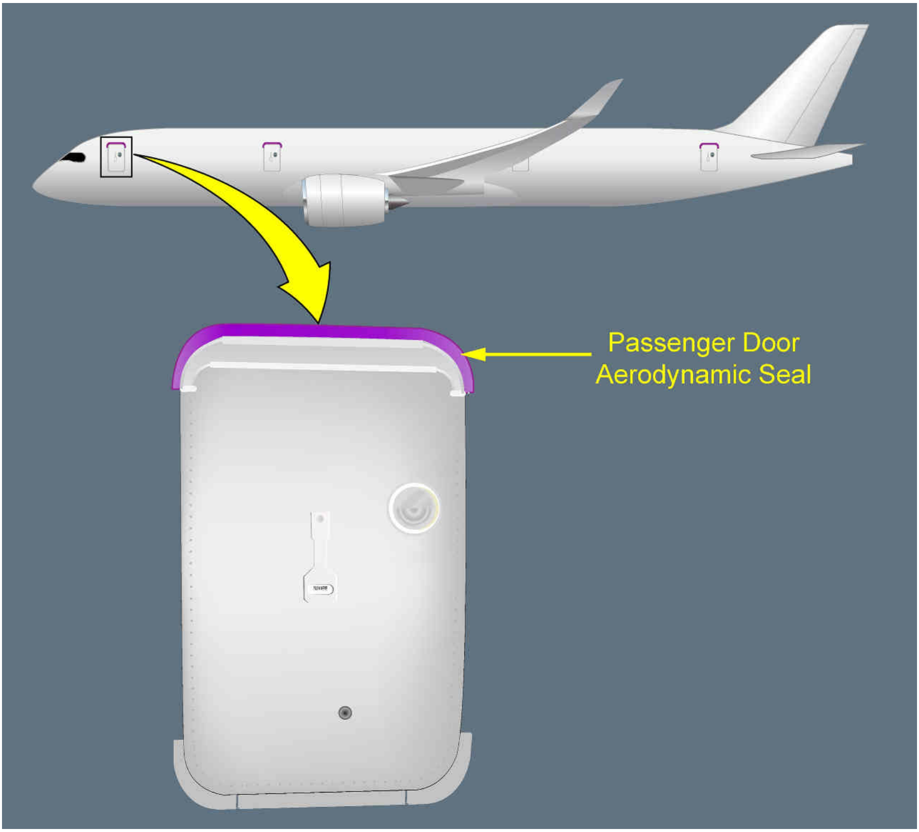
52-03 PASSENGER DOOR AERODYNAMIC SEAL	Quantity installed 8

One may be missing.
The associated cabin door must be considered inoperative (*Refer to Item 52-10-01 Cabin Door*).
Note: *May be combined with any other item listed in CDL-52 chapter.*

Refer to CDL-52-03 Illustration Passenger Door Aerodynamic Seal

ILLUSTRATION PASSENGER DOOR AERODYNAMIC SEAL

Ident.: CDL-52-03-00020892.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 52-03 Passenger Door Aerodynamic Seal*.

52-04	Forward and Aft Cargo Door Latch Handle Grip

Ident.: CDL-52-04-00023863.0001001 / 17 DEC 19
Applicable to: ALL

52-04 FORWARD AND AFT CARGO DOOR LATCH HANDLE GRIP	Quantity installed 2

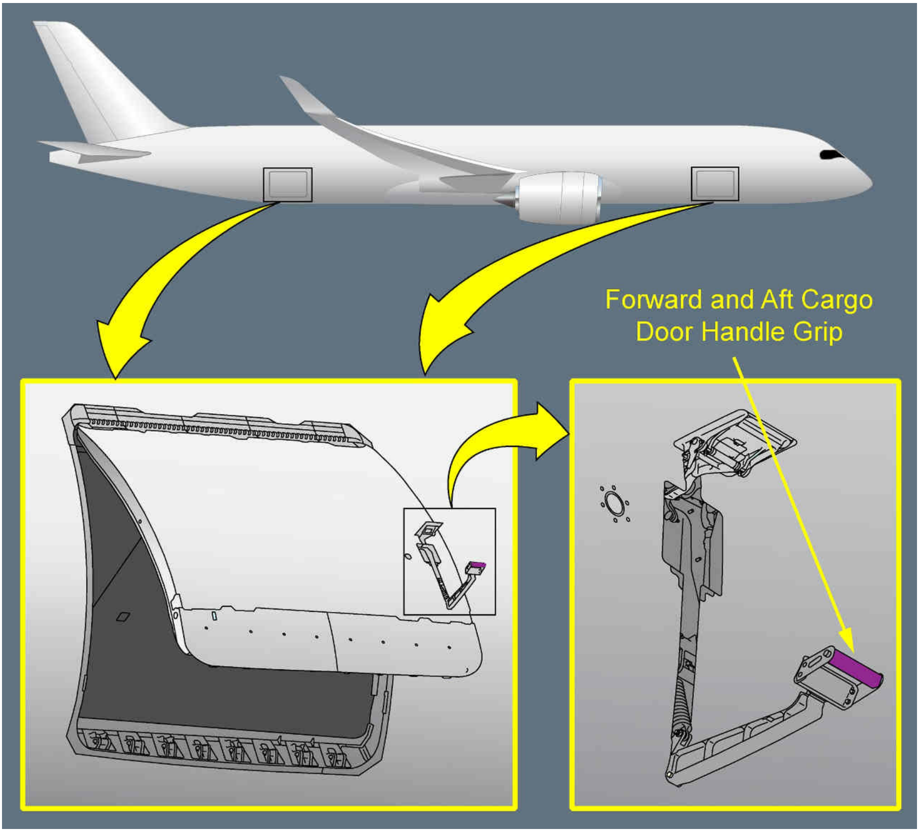
All may be missing provided that the cargo door is checked closed, latched and locked. The time limitation for each missing item is 10 flight cycles.

Note: 1. *May be combined with any other item listed in CDL-52 chapter.*
2. *During cargo door operation, the latch handle must be operated with care without using any external device.*

Refer to CDL-52-04 Illustration Forward and Aft Cargo Door Latch Handle Grip

ILLUSTRATION FORWARD AND AFT CARGO DOOR LATCH HANDLE GRIP

Ident.: CDL-52-04-00023864.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 52-04 Forward and Aft Cargo Door Latch Handle Grip*.

52-07	**Aft Cargo Door Access Cover Panel**

Ident.: CDL-52-07-00024225.0001001 / 17 DEC 19
Applicable to: ALL

52-07 **AFT CARGO DOOR ACCESS COVER PANEL**	**Quantity installed** **2**

All may be missing provided that the cargo door is checked closed, latched and locked. The time limitation for each missing item is 10 flight cycles.

Note: ***Notify Dispatch.***

Note: *1. When the aft panel of the door is missing, the forward panel may remain installed.*
2. When the forward panel of the door is missing, the aft panel must be removed.
3. May be combined with any other item listed in CDL-52 chapter.

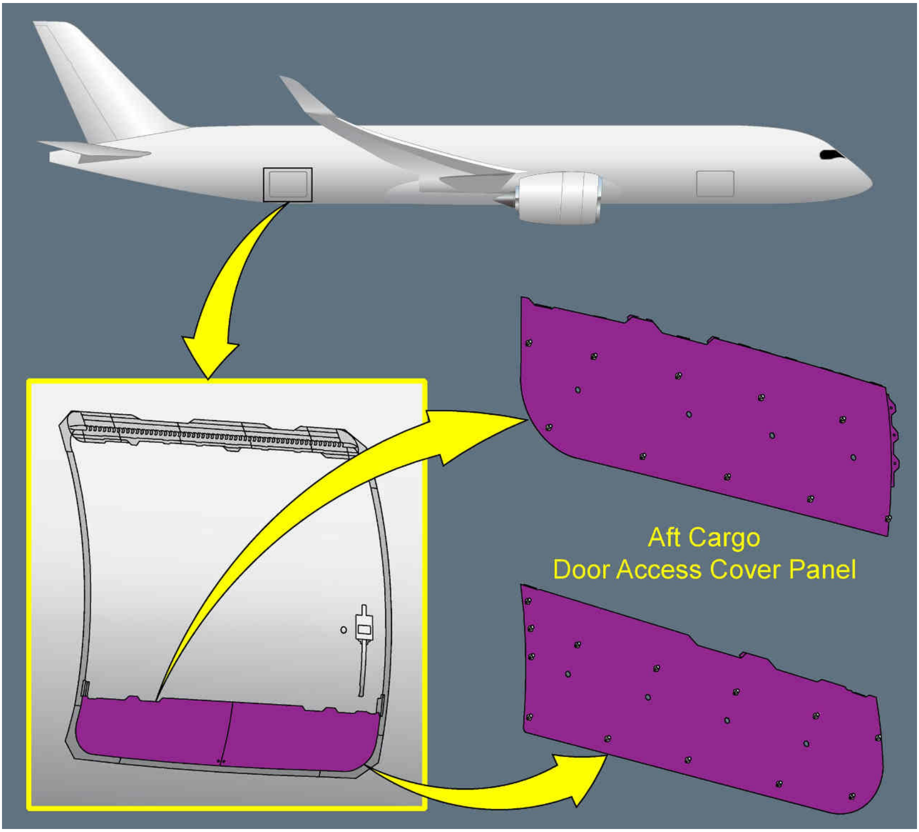
- **Performance:**

The following performance penalties are applicable:
- Takeoff and approach climb performance limiting weights are reduced by 53 kg (117 lb) per missing panel
- If both panels are missing, en-route performance limiting weight is reduced by 174 kg (384 lb).

Refer to CDL-52-07 Illustration Aft Cargo Door Access Cover Panel

ILLUSTRATION AFT CARGO DOOR ACCESS COVER PANEL

Ident.: CDL-52-07-00024226.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 52-07 Aft Cargo Door Access Cover Panel*.

52-08	Cargo Door Flag Indicator

Ident.: CDL-52-08-00025252.0001001 / 03 JUL 20
Applicable to: ALL

52-08 CARGO DOOR FLAG INDICATOR	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-52-33-XX-03ZZZ-560Z-A*
All may be missing. For each missing item:

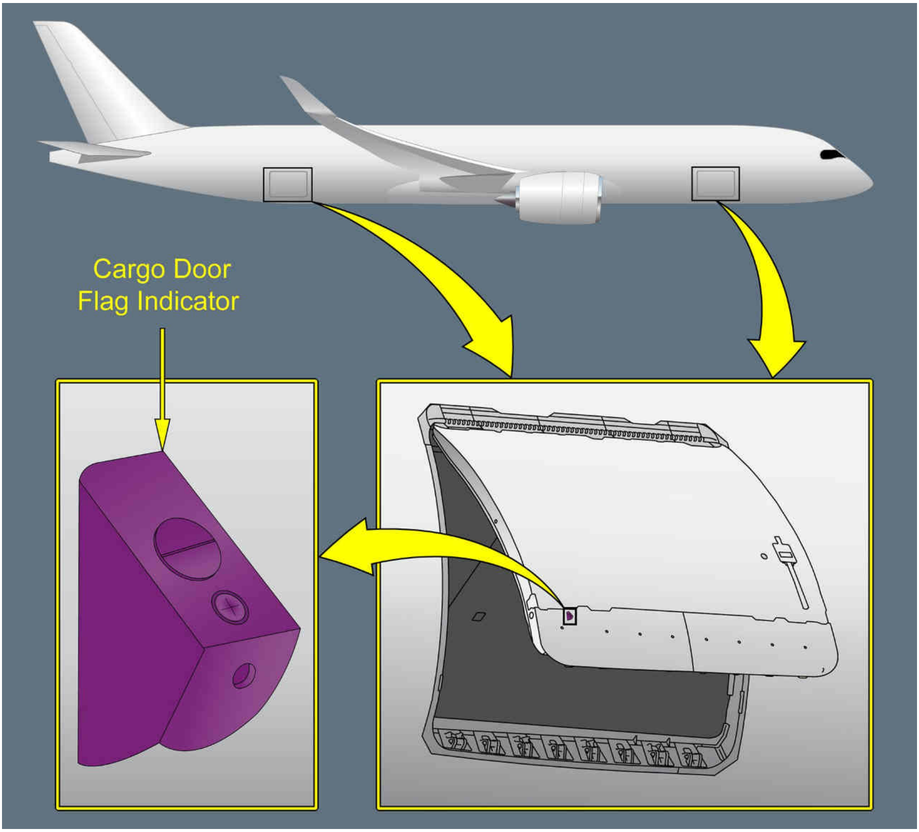
- The associated flag indicator mechanism is deactivated,
- The hole is covered, and
- The associated cargo door is checked closed, latched and locked after each attempt to open it.

Note: *1. Operate the affected cargo door with care.*
2. May be combined with any other item listed in CDL-52 chapter.

Refer to CDL-52-08 Illustration Cargo Door Flag Indicator

ILLUSTRATION CARGO DOOR FLAG INDICATOR

Ident.: CDL-52-08-00025253.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 52-08 Cargo Door Flag Indicator*.

52-09	Bulk Cargo Door Outer Handle

Ident.: CDL-52-09-00025241.0001001 / 28 APR 23
Applicable to: ALL

52-09 BULK CARGO DOOR OUTER HANDLE	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-52-33-XX-04ZZZ-560Z-A*

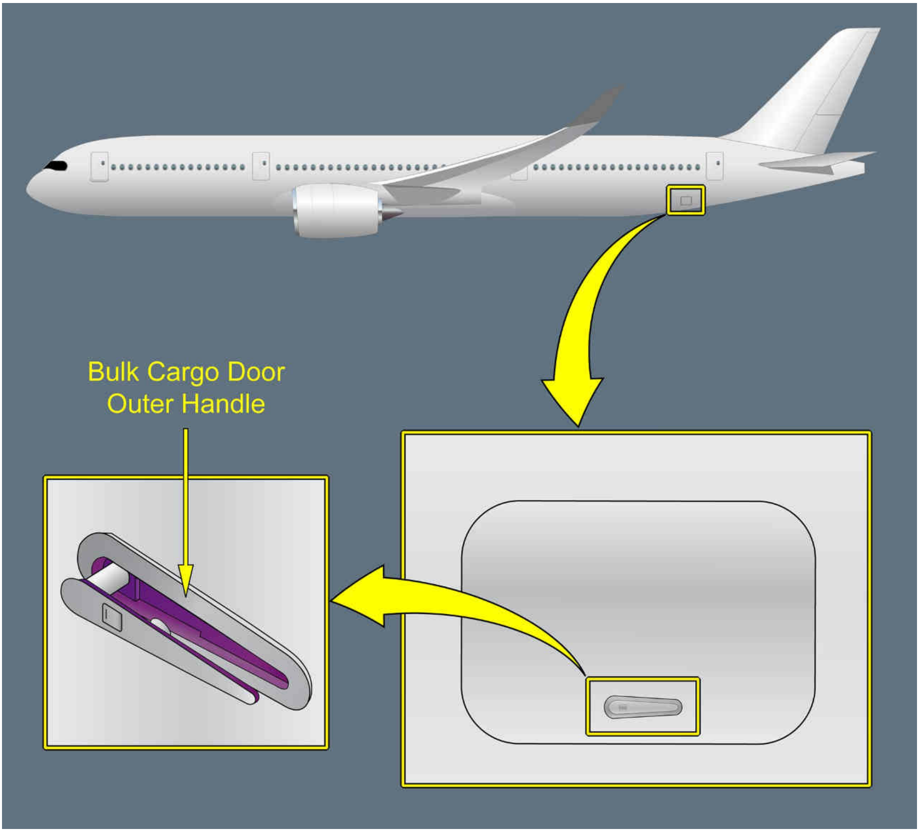
May be missing for 50 flight cycles provided that the bulk cargo door is checked operative and the door is closed, latched and locked from the inside.

Note: 1. *Operate the bulk cargo door with care.*
2. *The use of any external device to operate the bulk cargo door is not allowed.*
3. *May be combined with any other item listed in CDL-52 chapter.*

Refer to CDL-52-09 Illustration Bulk Cargo Door Outer Handle

ILLUSTRATION BULK CARGO DOOR OUTER HANDLE

Ident.: CDL-52-09-00025242.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 52-09 Bulk Cargo Door Outer Handle*.

52-10	Lateral Scuff Plate of Passenger Door 1,2,3,4

Ident.: CDL-52-10-00025243.0001001 / 03 JUL 20
Applicable to: ALL

52-10 LATERAL SCUFF PLATE OF PASSENGER DOOR 1,2,3,4	Quantity installed 16

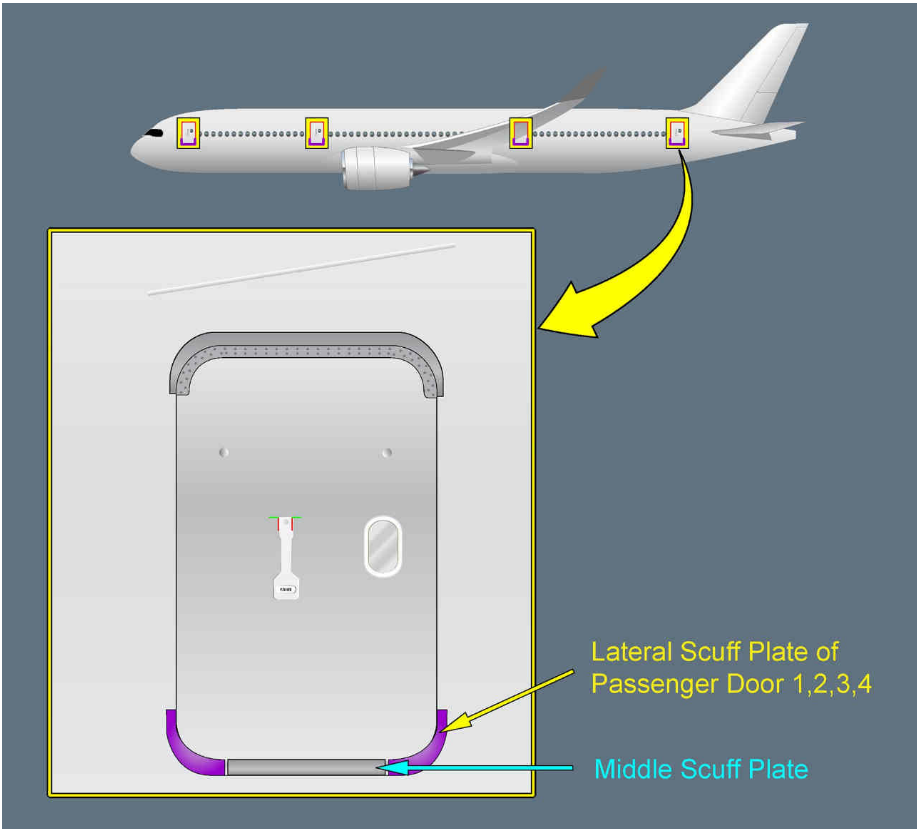
(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-0DZZZ-560Z-A*
All may be missing provided that the primary structure is not damaged. A visual inspection must be performed before each flight to ensure that there is no additional damage or contamination on the aircraft.

Note: *1. Operate the passenger door with care.*
2. May be combined with any other item listed in CDL-52 chapter.

Refer to CDL-52-10 Illustration Lateral Scuff Plate of Passenger Door 1,2,3,4

ILLUSTRATION LATERAL SCUFF PLATE OF PASSENGER DOOR 1,2,3,4

Ident.: CDL-52-10-00025244.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 52-10 Lateral Scuff Plate of Passenger Door 1,2,3,4*.

52-11	Middle Scuff Plate of Passenger Door 2,3,4

Ident.: CDL-52-11-00025245.0001001 / 03 JUL 20
Applicable to: ALL

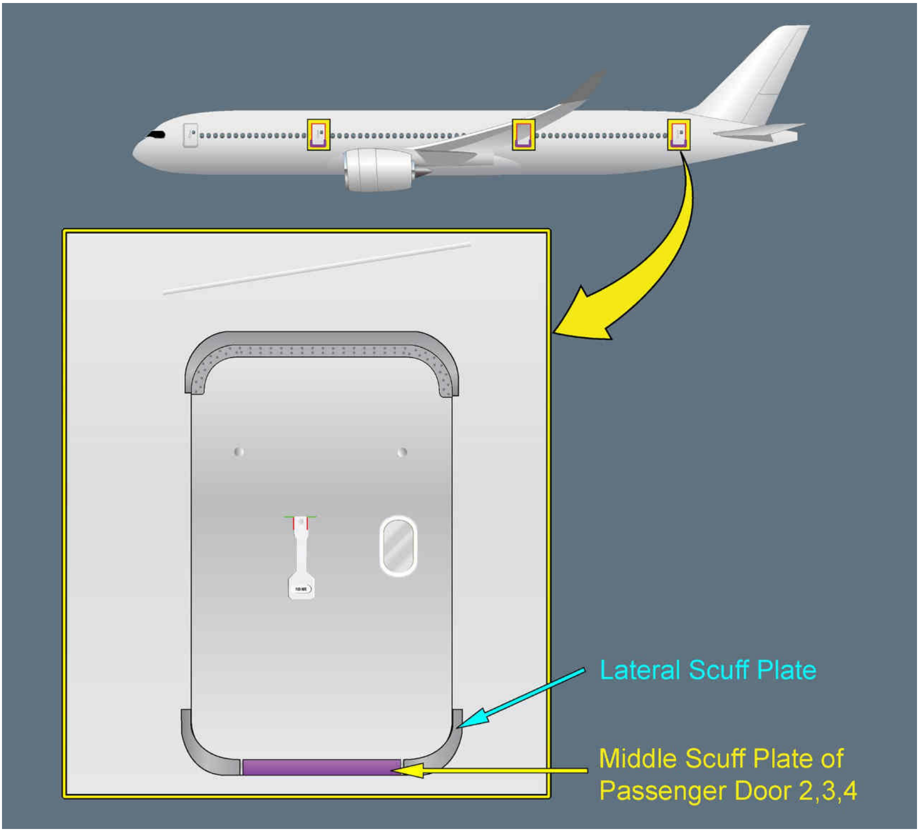
52-11 MIDDLE SCUFF PLATE OF PASSENGER DOOR 2,3,4	Quantity installed 6

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-0DZZZ-560Z-A*
All may be missing provided that the primary structure is not damaged. A visual inspection must be performed before each flight to ensure that there is no additional damage or contamination on the aircraft.
Note: *1. Use the passenger door step with care.*
2. Operate the passenger door with care.
3. May be combined with any other item listed in CDL-52 chapter.

Refer to CDL-52-11 Illustration Middle Scuff Plate of Passenger Door 2,3,4

ILLUSTRATION MIDDLE SCUFF PLATE OF PASSENGER DOOR 2,3,4

Ident.: CDL-52-11-00025246.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 52-11 Middle Scuff Plate of Passenger Door 2,3,4*.

52-12	Aft Nose Landing Gear Door

Ident.: CDL-52-12-00025247.0001001 / 28 APR 23
Applicable to: ALL

52-12 AFT NOSE LANDING GEAR DOOR	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-32-22-XX-00ZZZ-560Z-A*
One may be missing provided that all the landing gears are locked in the extended position.
Note: ***Notify Dispatch.***
Note: *Flight dispatch from TPE is not allowed.*
Note: *The flight is conducted for ferry to where repair can be made only.*
Note: *May be combined with any other item listed in CDL-52 chapter.*

- **Limitations:**

  Landing gears retraction is forbidden.
  A flight with landing gear down must be performed (*Refer to AFM/APP-LGDN General*).

Refer to CDL-52-12 Illustration Aft Nose Landing Gear Door

ILLUSTRATION AFT NOSE LANDING GEAR DOOR

Ident.: CDL-52-12-00025248.0001001 / 06 MAR 23
Applicable to: ALL

For dispatch conditions: *Refer to 52-12 Aft Nose Landing Gear Door*.

53-04	**Cargo Compartment Control Panel Access Door**

Ident.: CDL-53-04-00019656.0001001 / 30 SEP 14
Applicable to: ALL

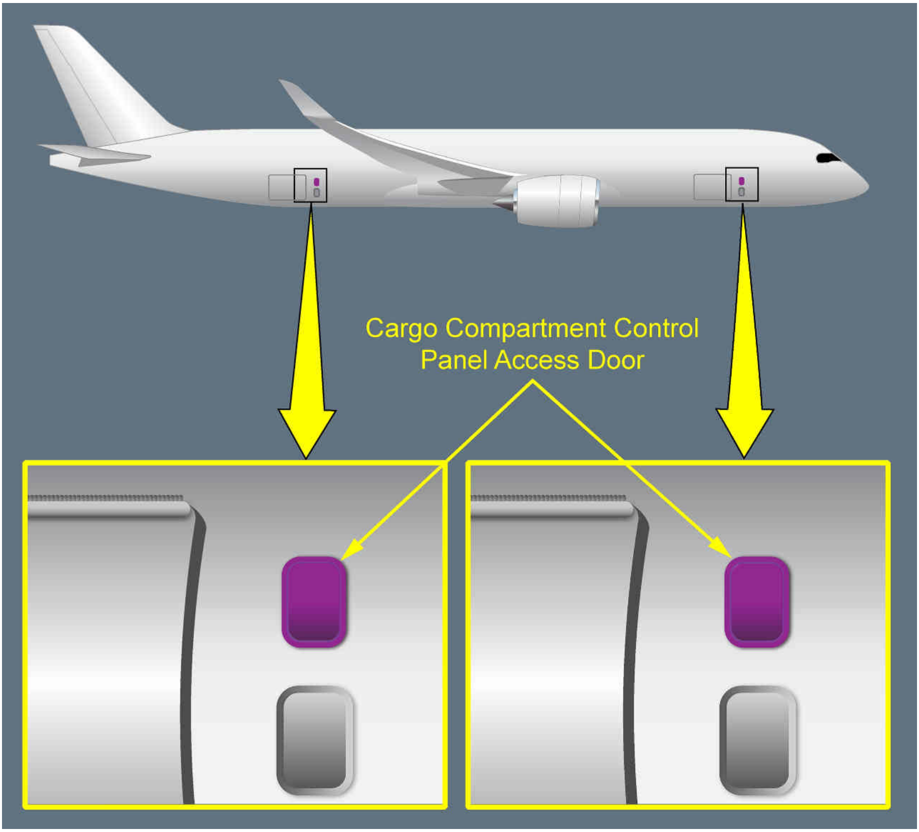
53-04 CARGO COMPARTMENT CONTROL PANEL ACCESS DOOR	**Quantity installed 2**

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-04ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-04 Illustration Cargo Compartment Control Panel Access Door

ILLUSTRATION CARGO COMPARTMENT CONTROL PANEL ACCESS DOOR

Ident.: CDL-53-04-00019657.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-04 Cargo Compartment Control Panel Access Door*.

53-05	Cargo Door Operating Panel Access Door

Ident.: CDL-53-05-00019658.0001001 / 30 SEP 14
Applicable to: ALL

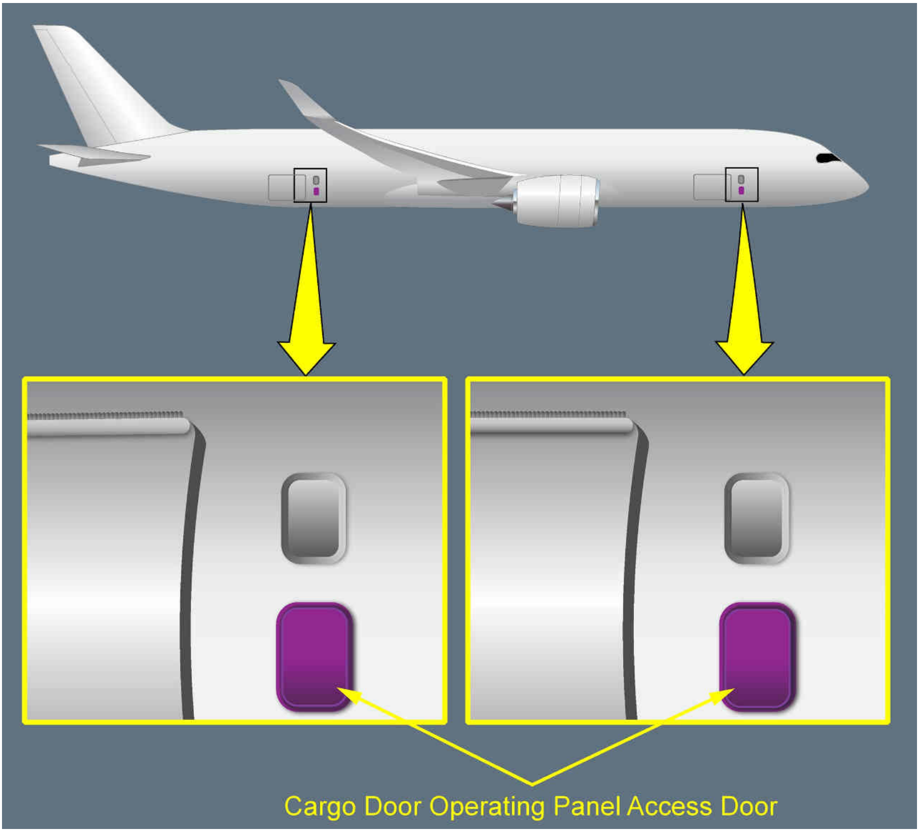
53-05 CARGO DOOR OPERATING PANEL ACCESS DOOR	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-05ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-05 Illustration Cargo Door Operating Panel Access Door

ILLUSTRATION CARGO DOOR OPERATING PANEL ACCESS DOOR

Ident.: CDL-53-05-00019659.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-05 Cargo Door Operating Panel Access Door*.

53-07	Tail Strike Indicator

Ident.: CDL-53-07-00019625.0001001 / 07 JAN 19
Applicable to: ALL

a)

53-07 TAIL STRIKE INDICATOR	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-0BZZZ-560Z-A*
May be missing provided that the hole is covered with a solid cover and the tail strike detection system is deactivated.
The tail strike detection system must be considered inoperative (*Refer to Item 31-28-01 Tail Strike Detection*).
Note: *May be combined with any other item listed in CDL-53 chapter.*

– or –

b)

53-07 TAIL STRIKE INDICATOR	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-00ZZZ-560Z-A*
May be missing provided that the hole is covered with high speed tape and the tail strike detection system is deactivated.
The tail strike detection system must be considered inoperative (*Refer to Item 31-28-01 Tail Strike Detection*).
Note: ***Notify Dispatch.***
Note: *Flight dispatch from TPE is not allowed.*
Note: *The flight is conducted unpressurized for ferry to where repair can be made only.*
Note: *May be combined with any other item listed in CDL-53 chapter.*

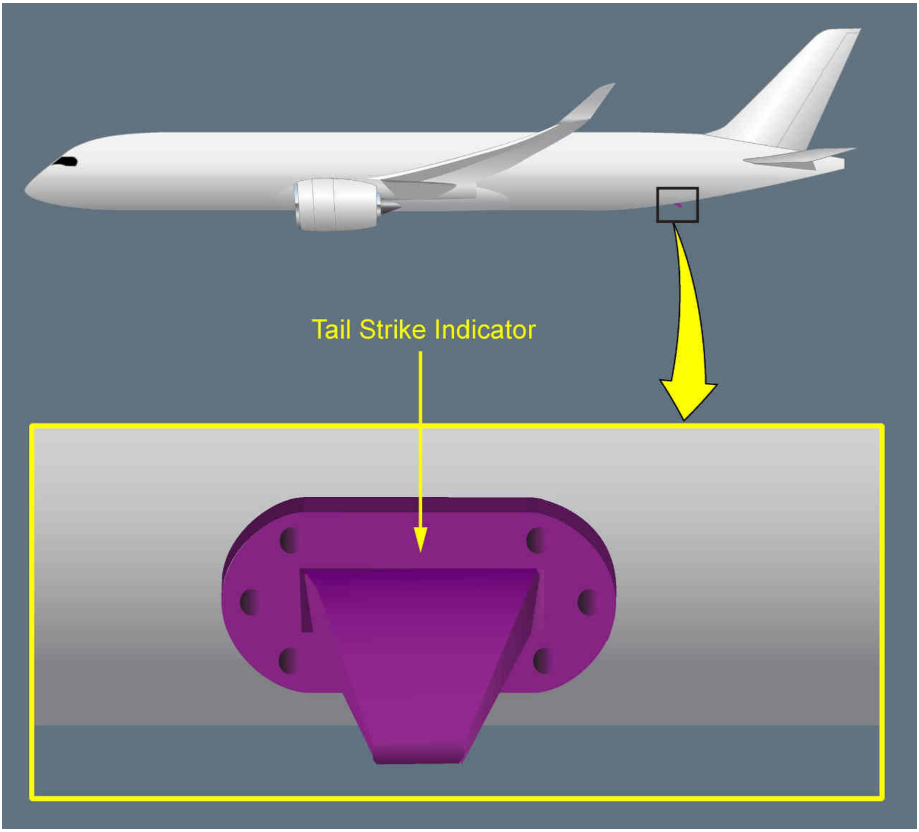
- **Limitations:**

  Only non-pressurized flight is permitted.

Refer to CDL-53-07 Illustration Tail Strike Indicator

ILLUSTRATION TAIL STRIKE INDICATOR

Ident.: CDL-53-07-00019626.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-07 Tail Strike Indicator*.

53-08	Interface Bolt Access Cover

Ident.: CDL-53-08-00019737.0001001 / 30 SEP 14
Applicable to: ALL

53-08 INTERFACE BOLT ACCESS COVER	Quantity installed 4

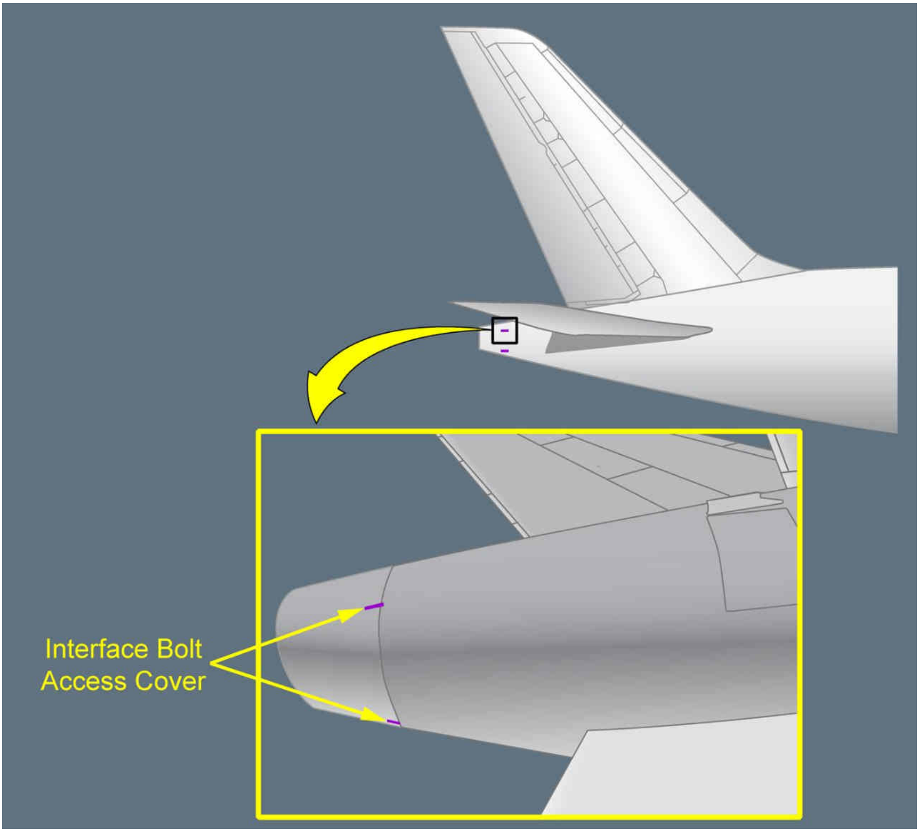
All may be missing.

Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-08 Illustration Interface Bolt Access Cover

ILLUSTRATION INTERFACE BOLT ACCESS COVER

Ident.: CDL-53-08-00019736.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 53-08 Interface Bolt Access Cover*.

53-09	**Aft Hoisting Point Cover**

Ident.: CDL-53-09-00019733.0001001 / 30 SEP 14
Applicable to: ALL

53-09 **AFT HOISTING POINT COVER**	**Quantity installed** **4**

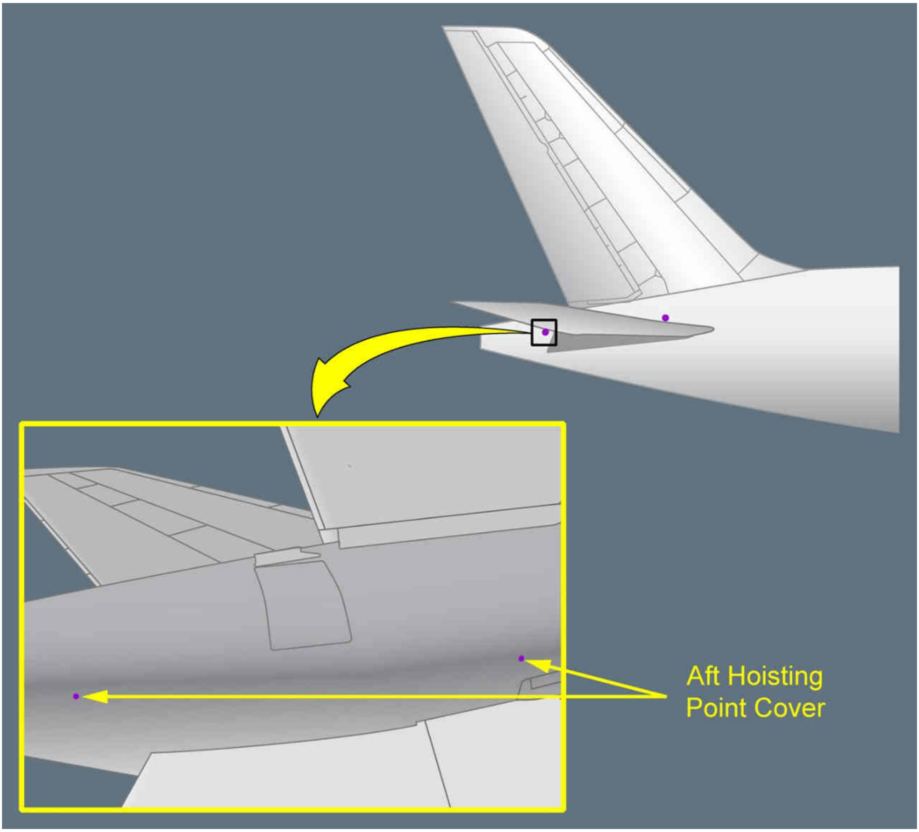
All may be missing.

Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-09 Illustration Aft Hoisting Point Cover

ILLUSTRATION AFT HOISTING POINT COVER

Ident.: CDL-53-09-00019732.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 53-09 Aft Hoisting Point Cover*.

53-10	Rear Fuselage Jacking Point Cover

Ident.: CDL-53-10-00019735.0001001 / 08 JUN 17
Applicable to: ALL

53-10 REAR FUSELAGE JACKING POINT COVER	Quantity installed 1

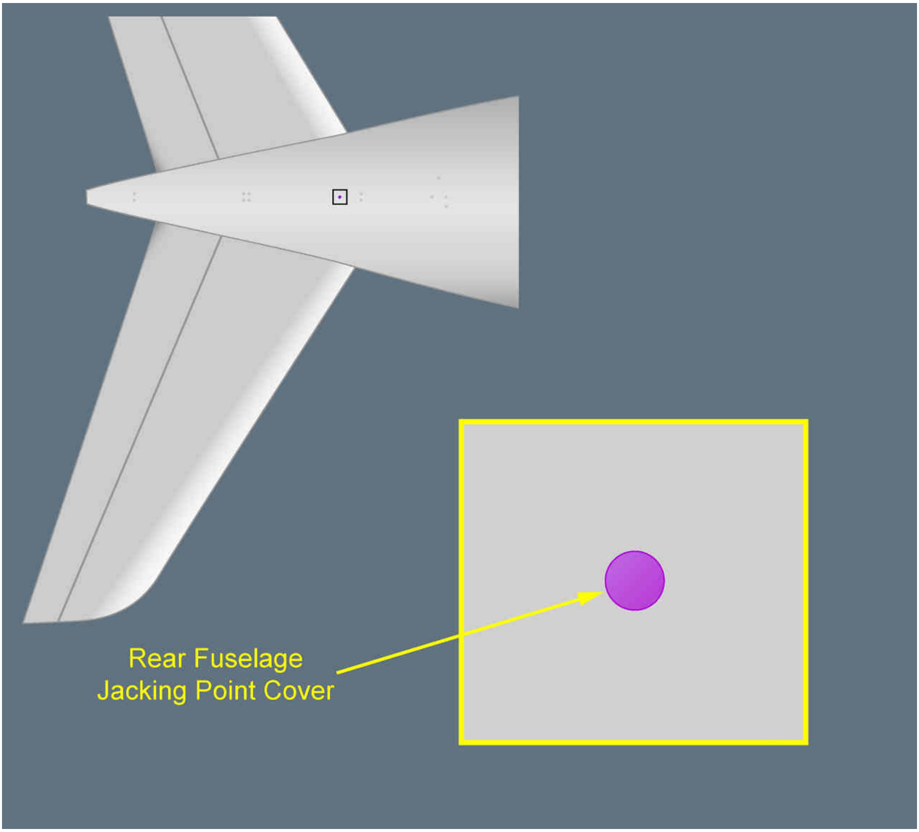
May be missing.

Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-10 Illustration Rear Fuselage Jacking Point Cover

ILLUSTRATION REAR FUSELAGE JACKING POINT COVER

Ident.: CDL-53-10-00019734.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-10 Rear Fuselage Jacking Point Cover*.

53-11	Forward Drain Nipple Cap

Ident.: CDL-53-11-00020507.0001001 / 08 JUN 17
Applicable to: ALL

53-11 FORWARD DRAIN NIPPLE CAP	Quantity installed 1

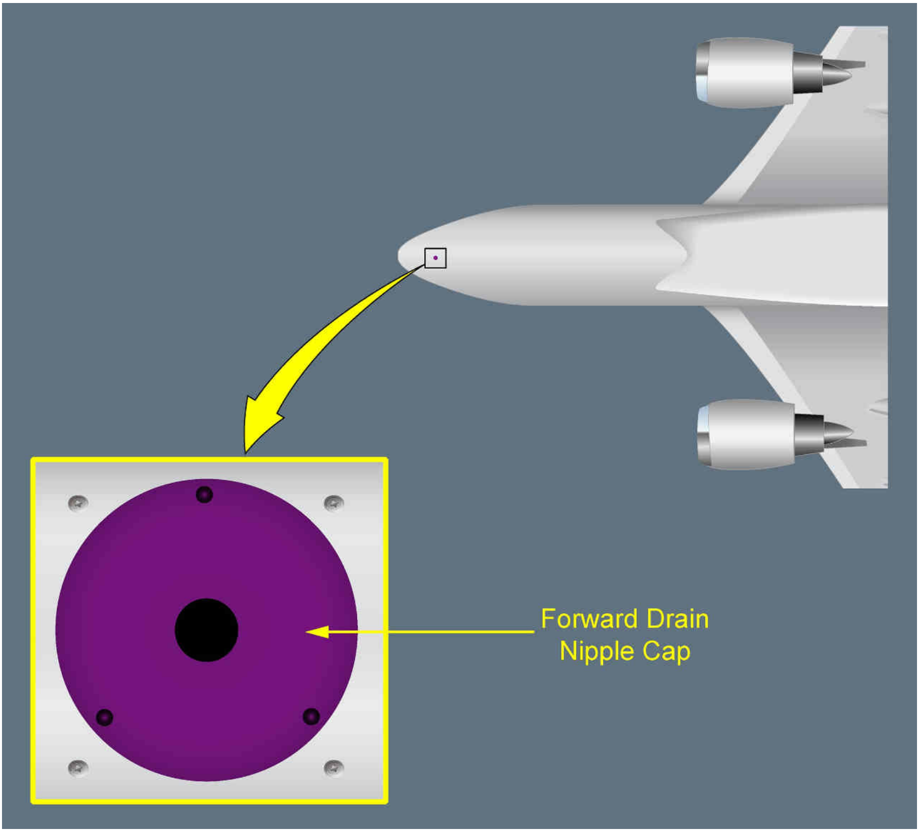
May be missing.

Note: *May be combined with seals listed in CDL-53 chapter.*

Refer to CDL-53-11 Illustration Forward Drain Nipple Cap

ILLUSTRATION FORWARD DRAIN NIPPLE CAP

Ident.: CDL-53-11-00020508.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-11 Forward Drain Nipple Cap*.

53-12	Nose Landing Gear Ground Door Opening Handle

Ident.: CDL-53-12-00020509.0001001 / 06 FEB 17
Applicable to: ALL

53-12 NOSE LANDING GEAR GROUND DOOR OPENING HANDLE	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-06ZZZ-560Z-A*
May be missing provided that the hole is covered.
Note: ***Notify Dispatch.***
Note: *May be combined with seals listed in CDL-53 chapter.*

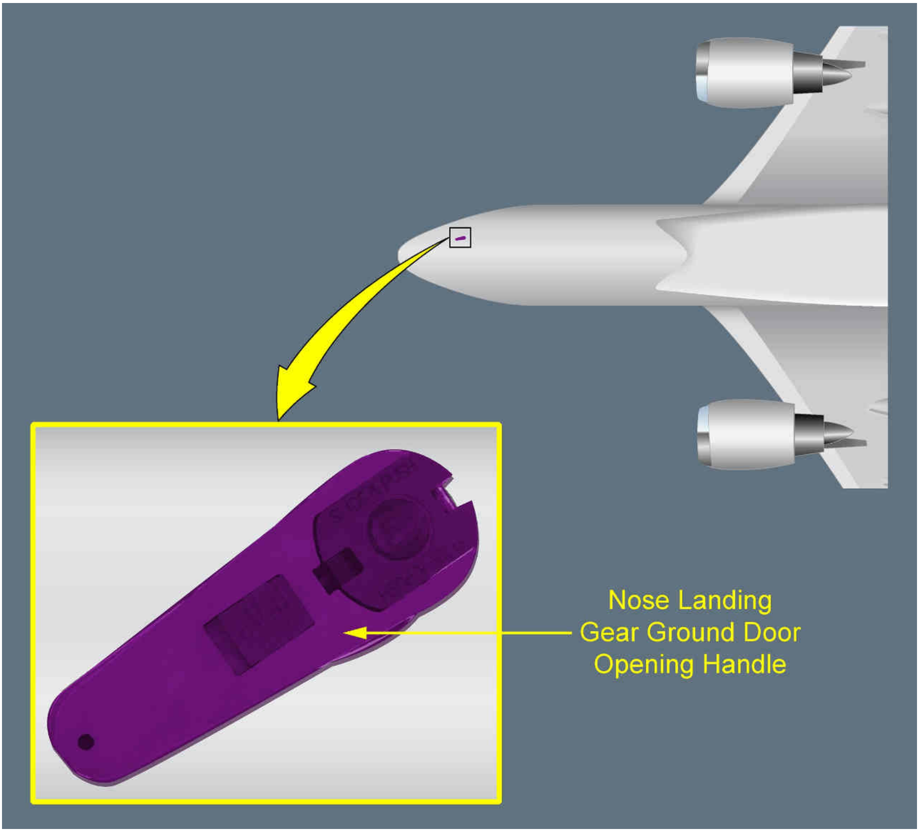
- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 90 kg (199 lb).

Refer to CDL-53-12 Illustration Nose Landing Gear Ground Door Opening Handle

ILLUSTRATION NOSE LANDING GEAR GROUND DOOR OPENING HANDLE

Ident.: CDL-53-12-00020510.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-12 Nose Landing Gear Ground Door Opening Handle*.

53-13	Seal of Belly Fairing to Fuselage

Ident.: CDL-53-13-00022560.0001001 / 20 JUL 15
Applicable to: ALL

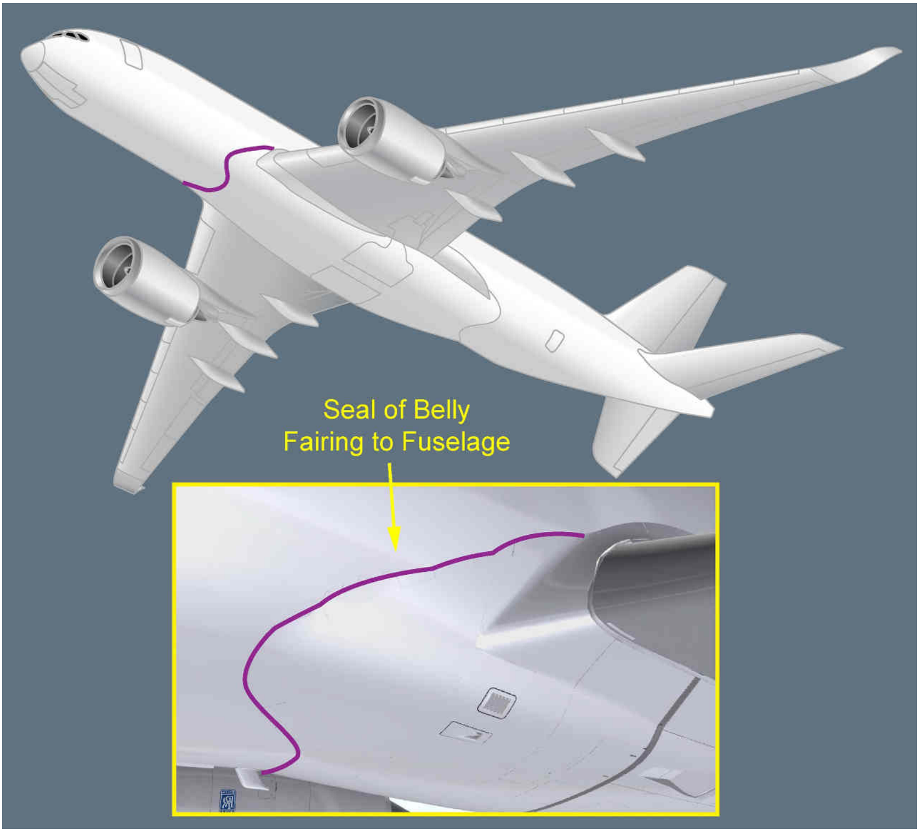
53-13 SEAL OF BELLY FAIRING TO FUSELAGE	Quantity installed 11

(m) *Refer to Maintenance Procedure A350-A-53-35-XX-00ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-13 Illustration Seal of Belly Fairing to Fuselage

ILLUSTRATION SEAL OF BELLY FAIRING TO FUSELAGE

Ident.: CDL-53-13-00022561.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions, *Refer to 53-13 Seal of Belly Fairing to Fuselage*.

53-14	Seal of Belly Fairing to Overwing

Ident.: CDL-53-14-00022562.0001001 / 20 JUL 15
Applicable to: B-18901, B-18902

53-14 SEAL OF BELLY FAIRING TO OVERWING	Quantity installed 16

(m) *Refer to Maintenance Procedure A350-A-53-35-XX-02ZZZ-560Z-A*
All may be missing provided that any loose or flapping seal material is cut off and the hole is covered.
Note: May be combined with any other item listed in CDL-53 chapter.

Refer to CDL-53-14 Illustration Seal of Belly Fairing to Overwing

53-14	Seal of Belly Fairing to Overwing

Ident.: CDL-53-14-00022562.0002001 / 19 JUN 18
1 **Applicable to: B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915, B-18916, B-18917, B-18918, B-18919**

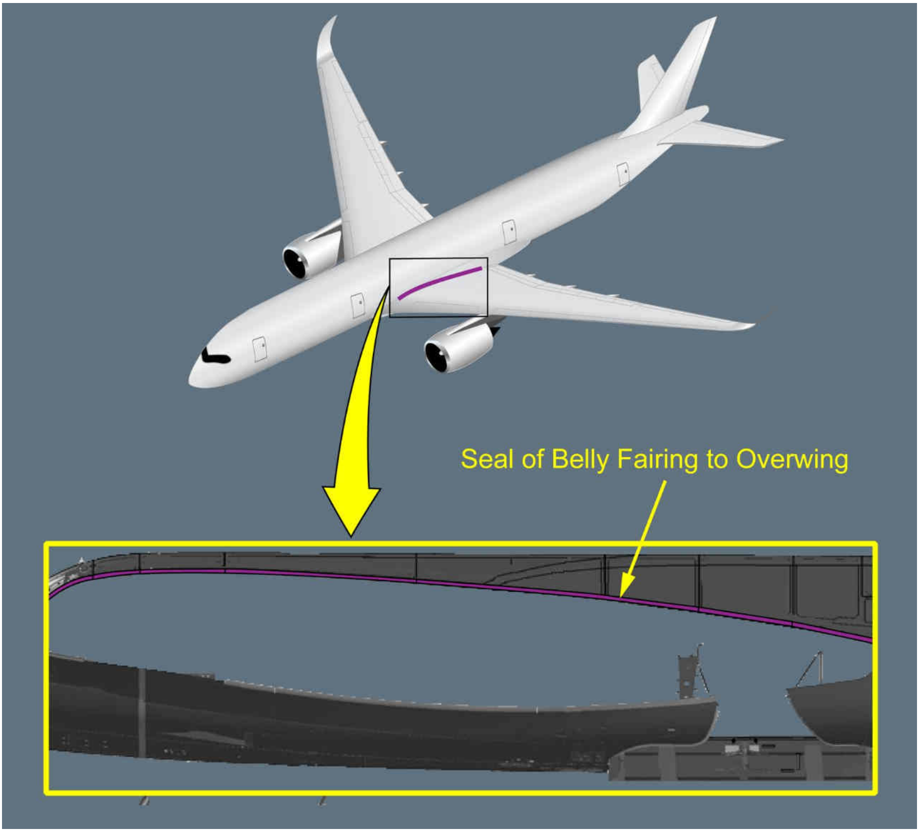
53-14 SEAL OF BELLY FAIRING TO OVERWING	Quantity installed 14

(m) *Refer to Maintenance Procedure A350-A-53-35-XX-02ZZZ-560Z-A*
All may be missing provided that any loose or flapping seal material is cut off and the hole is covered.
Note: May be combined with any other item listed in CDL-53 chapter.

Refer to CDL-53-14 Illustration Seal of Belly Fairing to Overwing

ILLUSTRATION SEAL OF BELLY FAIRING TO OVERWING

Ident.: CDL-53-14-00022563.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-14 Seal of Belly Fairing to Overwing*.

53-15	Seal of Belly Fairing to Underwing

Ident.: CDL-53-15-00022564.0001001 / 20 JUL 15
Applicable to: ALL

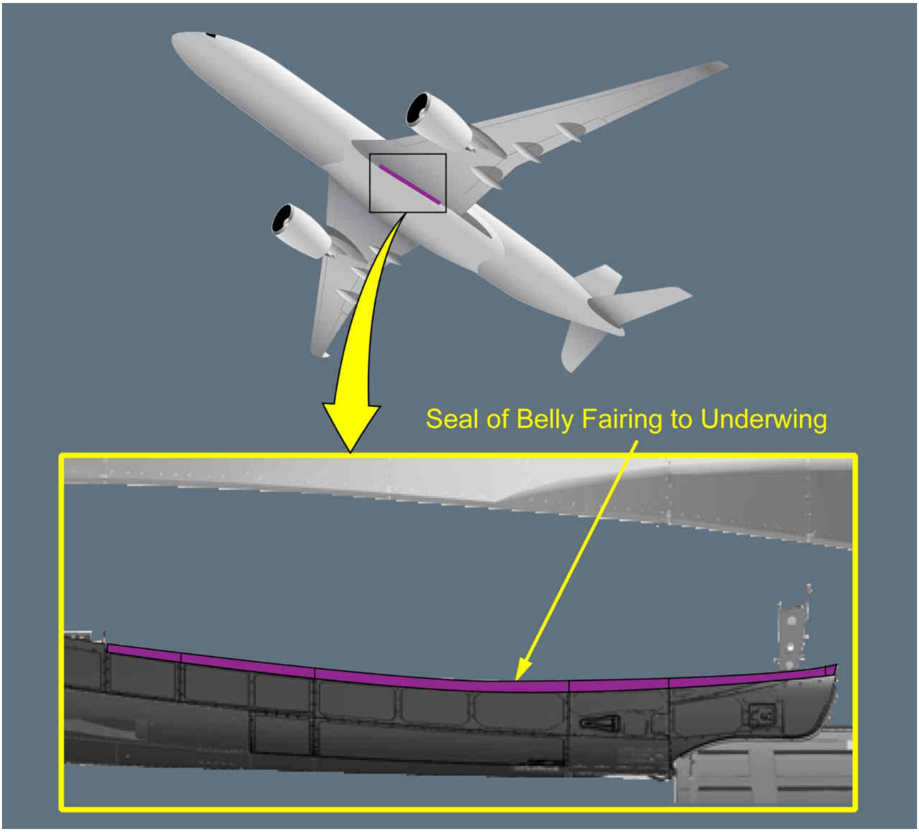
53-15 SEAL OF BELLY FAIRING TO UNDERWING	Quantity installed 10

(m) *Refer to Maintenance Procedure A350-A-53-35-XX-03ZZZ-560Z-A*
All may be missing provided that any loose or flapping seal material is cut off and the hole is covered.
Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-15 Illustration Seal of Belly Fairing to Underwing

ILLUSTRATION SEAL OF BELLY FAIRING TO UNDERWING

Ident.: CDL-53-15-00022565.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-15 Seal of Belly Fairing to Underwing*.

53-16	Belly Fairing to Flap Upper Surface Seal

Ident.: CDL-53-16-00022568.0001001 / 06 FEB 17
Applicable to: ALL

53-16 BELLY FAIRING TO FLAP UPPER SURFACE SEAL	Quantity installed 2

All may be missing provided that any loose or flapping seal material is cut off.
Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-53 chapter.*

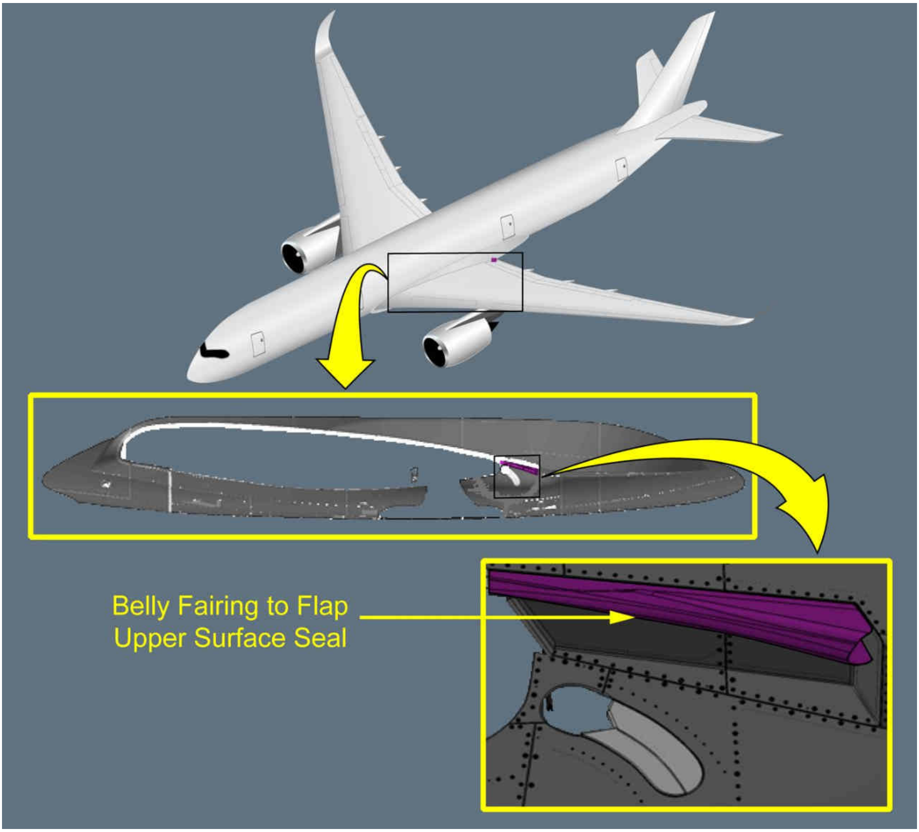
- **Performance:**

  The following performance penalties are applicable per missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 206 kg (455 lb)
  - En-route performance limiting weight is reduced by 341 kg (752 lb)
  - Fuel consumption is increased by 0.21 %.

Refer to CDL-53-16 Illustration Belly Fairing to Flap Upper Surface Seal

ILLUSTRATION BELLY FAIRING TO FLAP UPPER SURFACE SEAL

Ident.: CDL-53-16-00022569.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-16 Belly Fairing to Flap Upper Surface Seal*.

53-17	Belly Fairing to Flap Trunnion Seal

Ident.: CDL-53-17-00022570.0001001 / 08 JUN 17
Applicable to: B-18901, B-18902

53-17 BELLY FAIRING TO FLAP TRUNNION SEAL	Quantity installed 4

All may be missing provided that any loose or flapping seal material is cut off.
Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-53 chapter.*

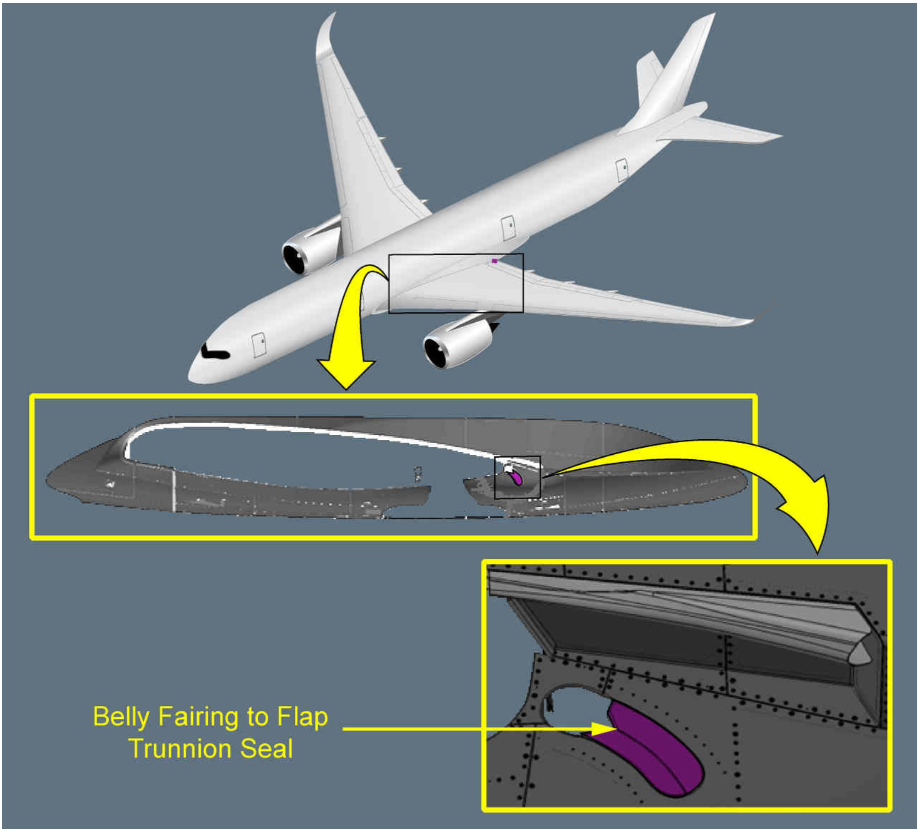
- **Performance:**

  The following performance penalties are applicable per missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 70 kg (155 lb)
  - If 2 seals or more are missing, en-route performance limiting weight is reduced by 116 kg (256 lb) per missing seal
  - If 3 seals or more are missing, fuel consumption is increased by 0.08 % per missing seal.

Refer to CDL-53-17 Illustration Belly Fairing to Flap Trunnion Seal

ILLUSTRATION BELLY FAIRING TO FLAP TRUNNION SEAL

Ident.: CDL-53-17-00022571.0001001 / 09 JUN 17
Applicable to: B-18901, B-18902



For dispatch conditions, *Refer to 53-17 Belly Fairing to Flap Trunnion Seal*.

53-18	Belly Fairing to Flap Forward Seal

Ident.: CDL-53-18-00022572.0001001 / 20 JUL 15
Applicable to: ALL

53-18 BELLY FAIRING TO FLAP FORWARD SEAL	Quantity installed 2

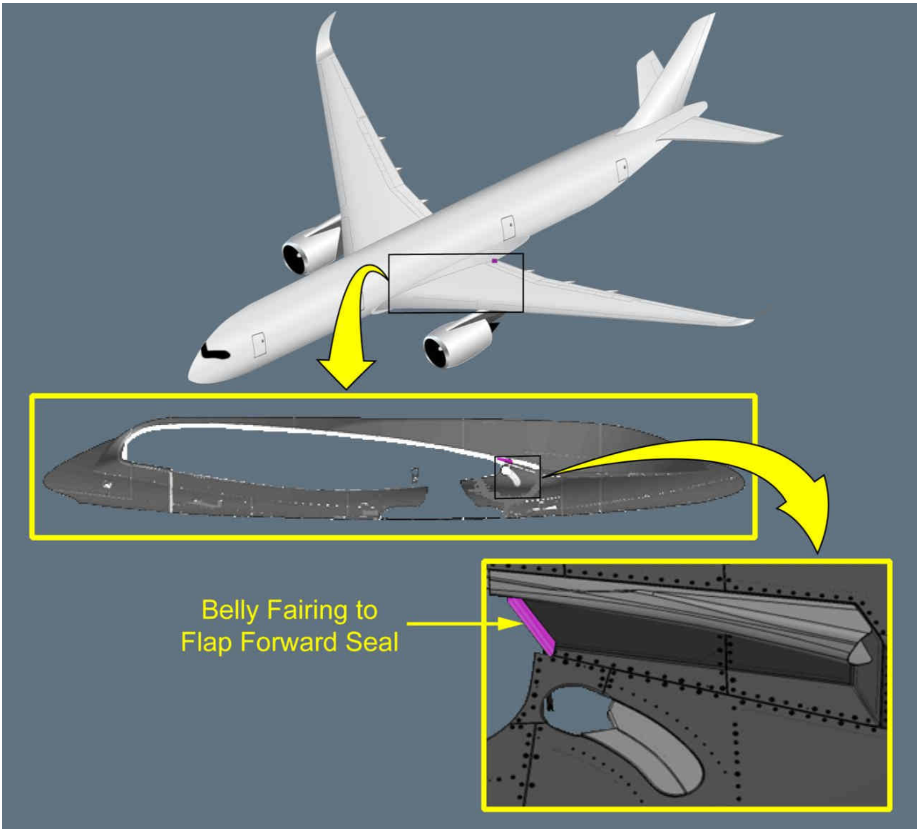
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-18 Illustration Belly Fairing to Flap Forward Seal

ILLUSTRATION BELLY FAIRING TO FLAP FORWARD SEAL

Ident.: CDL-53-18-00022573.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-18 Belly Fairing to Flap Forward Seal*.

53-19	RAT Door Seal

Ident.: CDL-53-19-00022574.0001001 / 20 JUL 15
Applicable to: ALL

53-19 **RAT DOOR SEAL**	**Quantity installed** **11**

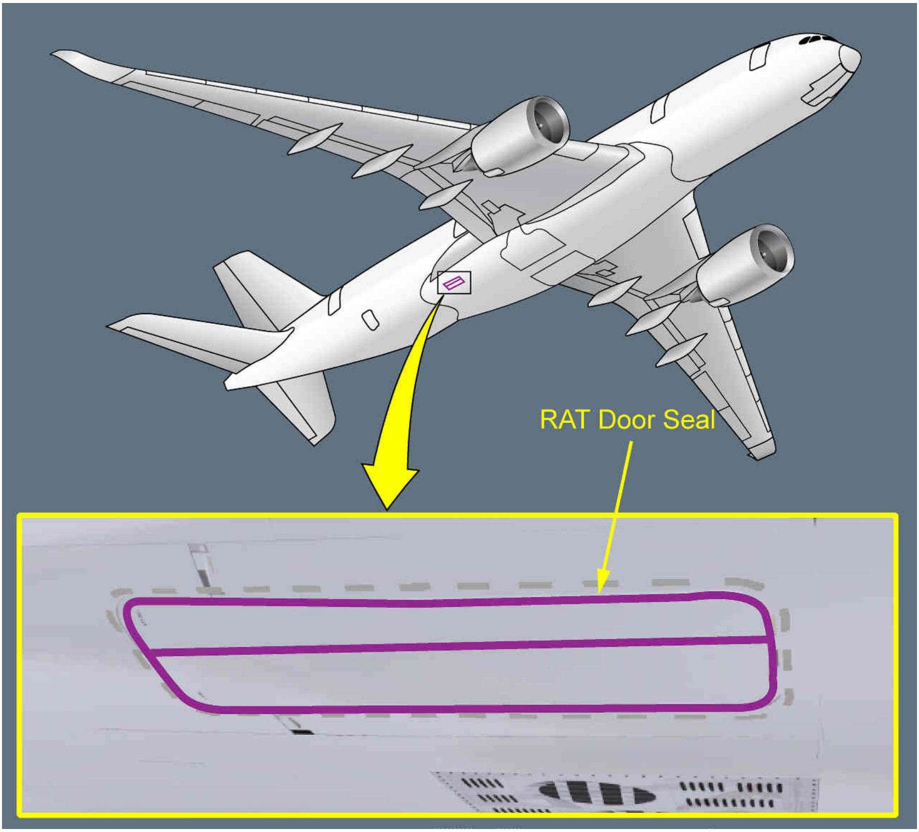
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-19 Illustration RAT Door Seal

ILLUSTRATION RAT DOOR SEAL

Ident.: CDL-53-19-00022575.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions, *Refer to 53-19 RAT Door Seal*.

53-20	MLG Door FWD Seal

Ident.: CDL-53-20-00022576.0001001 / 06 FEB 17
Applicable to: ALL

53-20 MLG DOOR FWD SEAL	**Quantity installed 4**

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-53 chapter.*

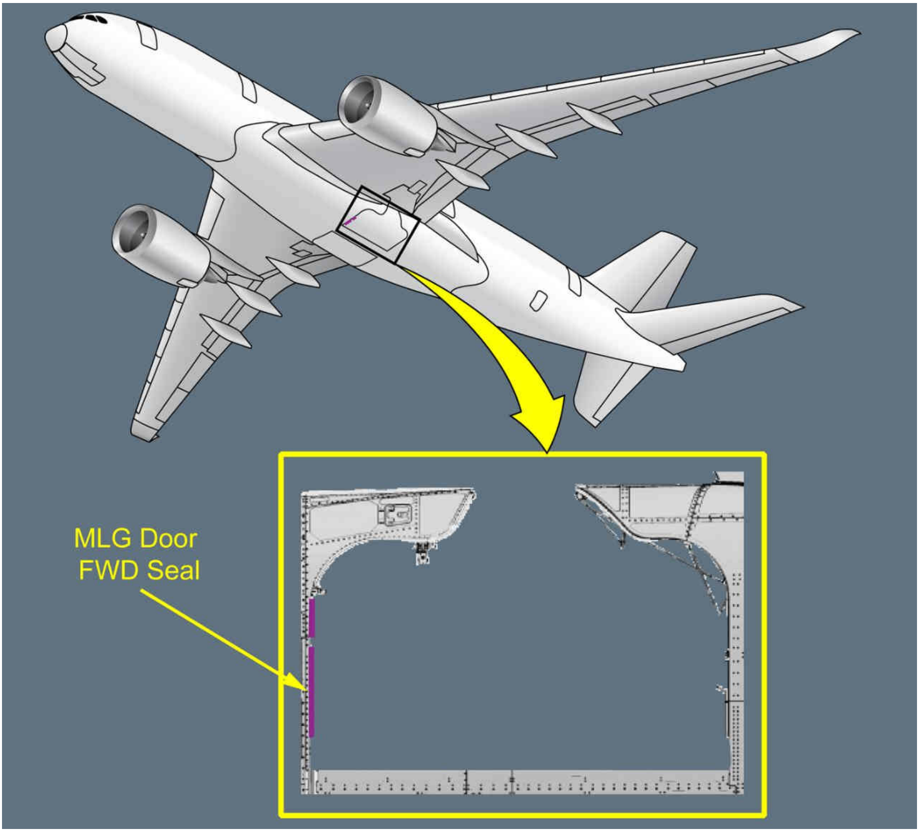
- **Performance:**

  The following performance penalties are applicable:
  - If 2 or more seals are missing, takeoff and approach climb performance limiting weights are reduced by 39 kg (86 lb) per missing seal
  - If 3 or more seals are missing, en-route performance limiting weight is reduced by 64 kg (142 lb) per missing seal.

Refer to CDL-53-20 Illustration MLG Door FWD Seal

ILLUSTRATION MLG DOOR FWD SEAL

Ident.: CDL-53-20-00022577.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-20 MLG Door FWD Seal*.

53-21	MLG Door Seal (197BL,198BR)

Ident.: CDL-53-21-00022578.0001001 / 06 FEB 17
Applicable to: ALL

53-21 MLG DOOR SEAL (197BL,198BR)	Quantity installed 2

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-53 chapter.*

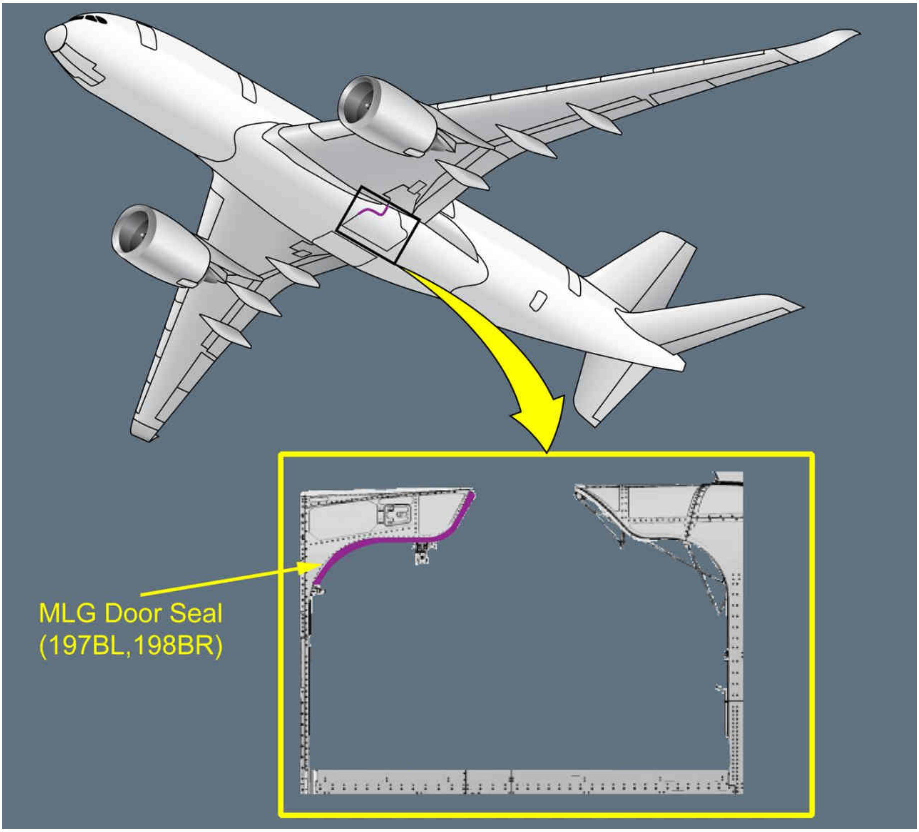
- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 86 kg (190 lb) per missing seal
  - If both seals are missing, en-route performance limiting weight is reduced by 284 kg (627 lb).

Refer to CDL-53-21 Illustration MLG Door Seal (197BL,198BR)

ILLUSTRATION MLG DOOR SEAL (197BL,198BR)

Ident.: CDL-53-21-00022579.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-21 MLG Door Seal (197BL,198BR)*.

53-22	MLG Door Seal (197FB,198EB)

Ident.: CDL-53-22-00022580.0001001 / 20 JUL 15
Applicable to: ALL

53-22 MLG DOOR SEAL (197FB,198EB)	Quantity installed 2

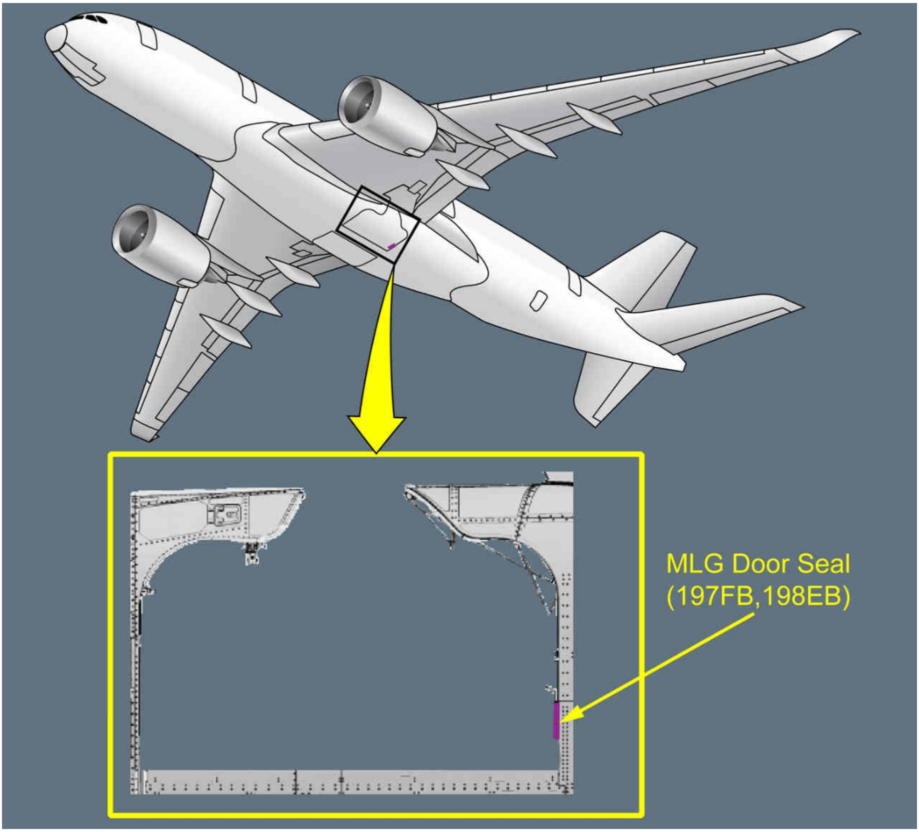
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-22 Illustration MLG Door Seal (197FB,198EB)

ILLUSTRATION MLG DOOR SEAL (197FB,198EB)

Ident.: CDL-53-22-00022581.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-22 MLG Door Seal (197FB,198EB)*.

53-23	**MLG Door Seal (197EL,198ER)**

Ident.: CDL-53-23-00022582.0001001 / 20 JUL 15
Applicable to: ALL

53-23 **MLG DOOR SEAL (197EL,198ER)**	**Quantity installed** **6**

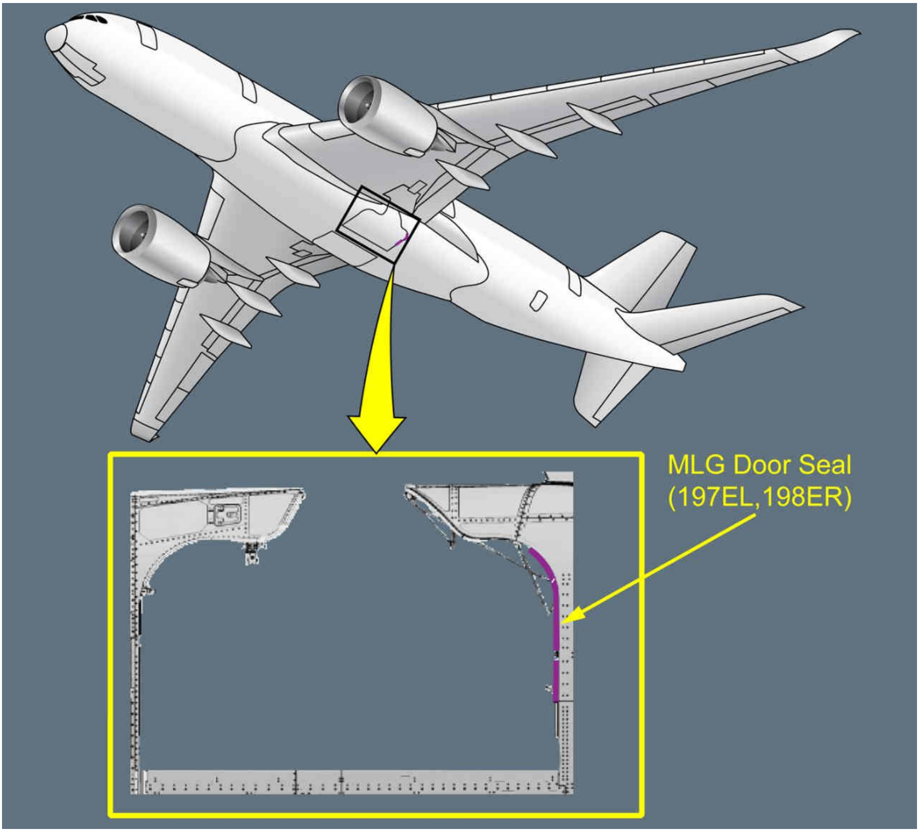
All may be missing provided that any loose or flapping seal material is cut off.

Note: May be combined with any other item listed in CDL-53 chapter.

Refer to CDL-53-23 Illustration MLG Door Seal (197EL,198ER)

ILLUSTRATION MLG DOOR SEAL (197EL,198ER)

Ident.: CDL-53-23-00022583.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-23 MLG Door Seal (197EL,198ER)*.

53-24	MLG Door Seal (197CL,198CR)

Ident.: CDL-53-24-00022584.0001001 / 06 FEB 17
Applicable to: ALL

53-24 MLG DOOR SEAL (197CL,198CR)	Quantity installed 4

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-53 chapter.*

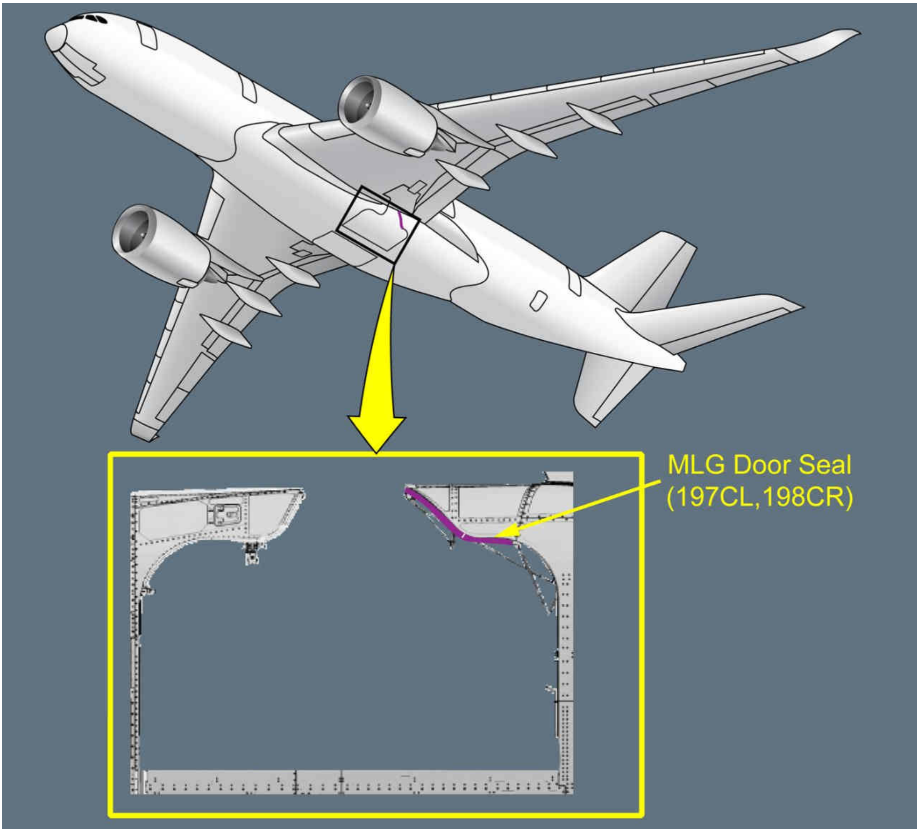
- **Performance:**

  The following performance penalties are applicable:
  - If 3 seals or more are missing, takeoff and approach climb performance limiting weights are reduced by 17 kg (38 lb) per missing seal.

Refer to CDL-53-24 Illustration MLG Door Seal (197CL,198CR)

ILLUSTRATION MLG DOOR SEAL (197CL,198CR)

Ident.: CDL-53-24-00022585.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-24 MLG Door Seal (197CL,198CR)*.

53-25	**MLG Door Seal (FLX01)**

Ident.: CDL-53-25-00022587.0001001 / 06 FEB 17
Applicable to: ALL

53-25 **MLG DOOR SEAL (FLX01)**	**Quantity installed** **2**

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-53 chapter.*

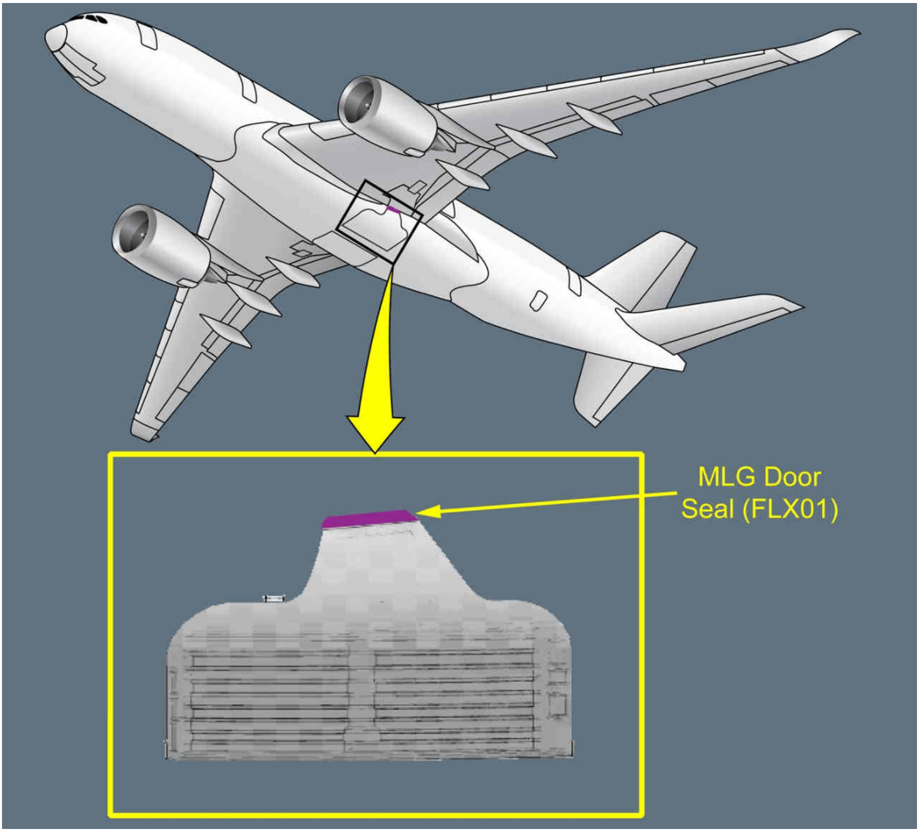
- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 100 kg (221 lb) per missing seal
  - En-route performance limiting weight is reduced by 166 kg (366 lb) per missing seal
  - If both seals are missing, fuel consumption is increased by 0.21 %.

Refer to CDL-53-25 Illustration MLG Door Seal (FLX01)

ILLUSTRATION MLG DOOR SEAL (FLX01)

Ident.: CDL-53-25-00022589.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-25 MLG Door Seal (FLX01)*.

53-26	MLG Door Seal (FLX02)

Ident.: CDL-53-26-00022590.0001001 / 20 JUL 15
Applicable to: ALL

53-26 MLG DOOR SEAL (FLX02)	Quantity installed 2

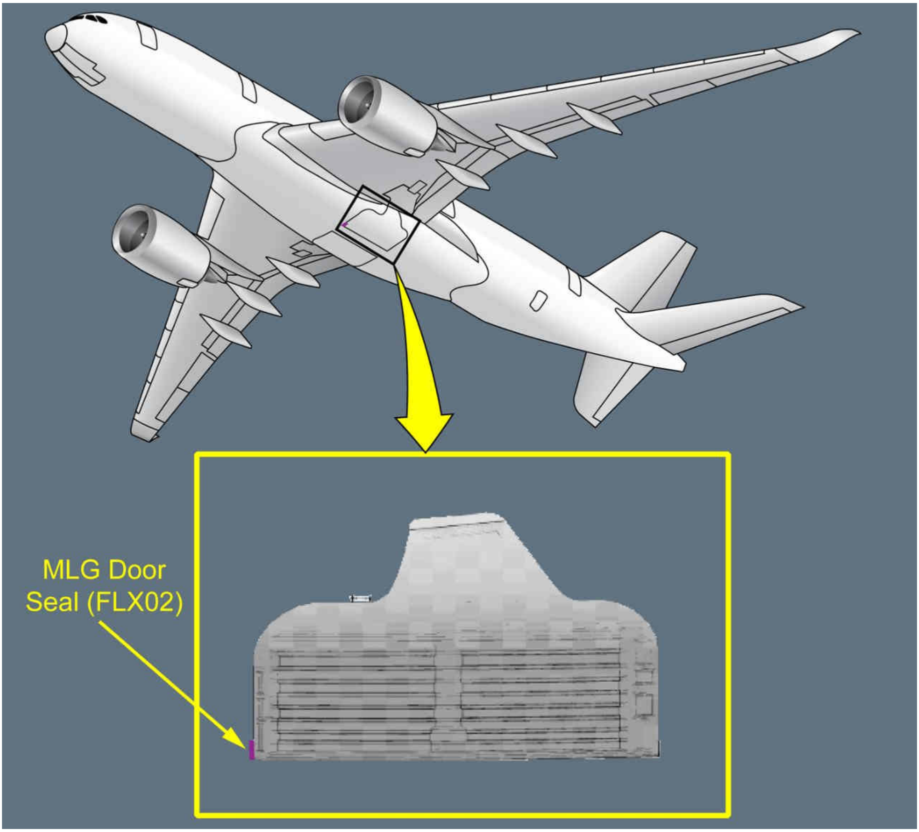
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-26 Illustration MLG Door Seal (FLX02)

ILLUSTRATION MLG DOOR SEAL (FLX02)

Ident.: CDL-53-26-00022591.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-26 MLG Door Seal (FLX02)*.

53-27	MLG Door Seal (FLX03)

Ident.: CDL-53-27-00022592.0001001 / 06 FEB 17
Applicable to: ALL

53-27 **MLG DOOR SEAL (FLX03)**	**Quantity installed** **2**

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-53 chapter.*

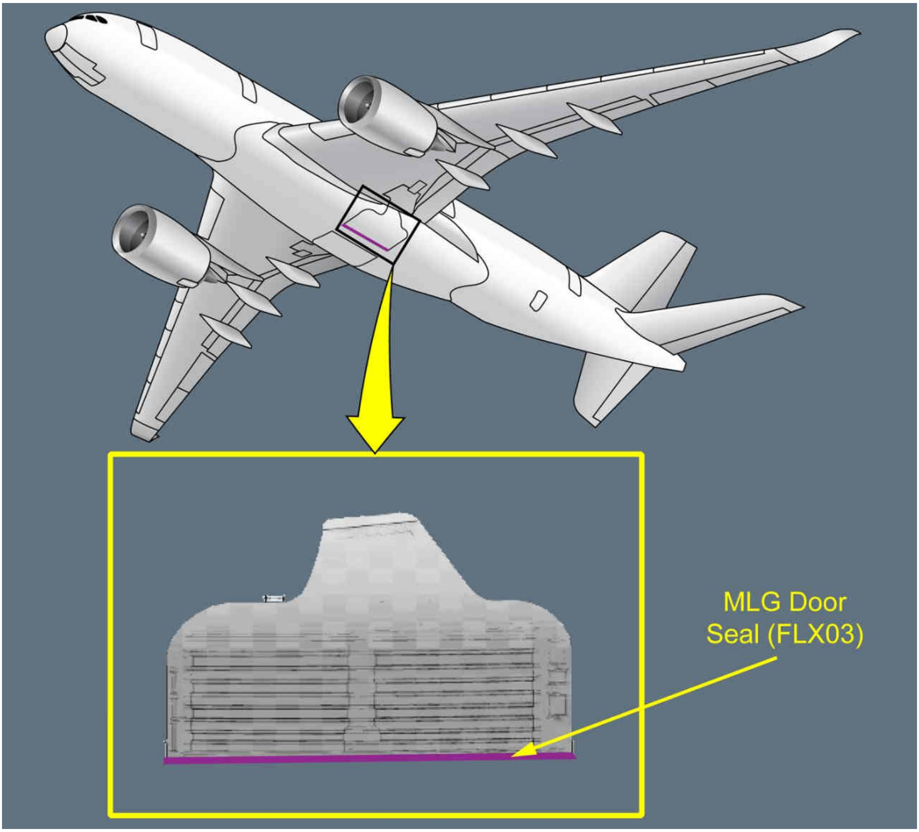
- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 139 kg (307 lb) per missing seal
  - En-route performance limiting weight is reduced by 230 kg (508 lb) per missing seal
  - If both seals are missing, fuel consumption is increased by 0.28 %.

Refer to CDL-53-27 Illustration MLG Door Seal (FLX03)

ILLUSTRATION MLG DOOR SEAL (FLX03)

Ident.: CDL-53-27-00022593.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-27 MLG Door Seal (FLX03)*.

53-28	MLG Door Seal (FLX04)

Ident.: CDL-53-28-00022594.0001001 / 20 JUL 15
Applicable to: ALL

53-28 MLG DOOR SEAL (FLX04)	Quantity installed 2

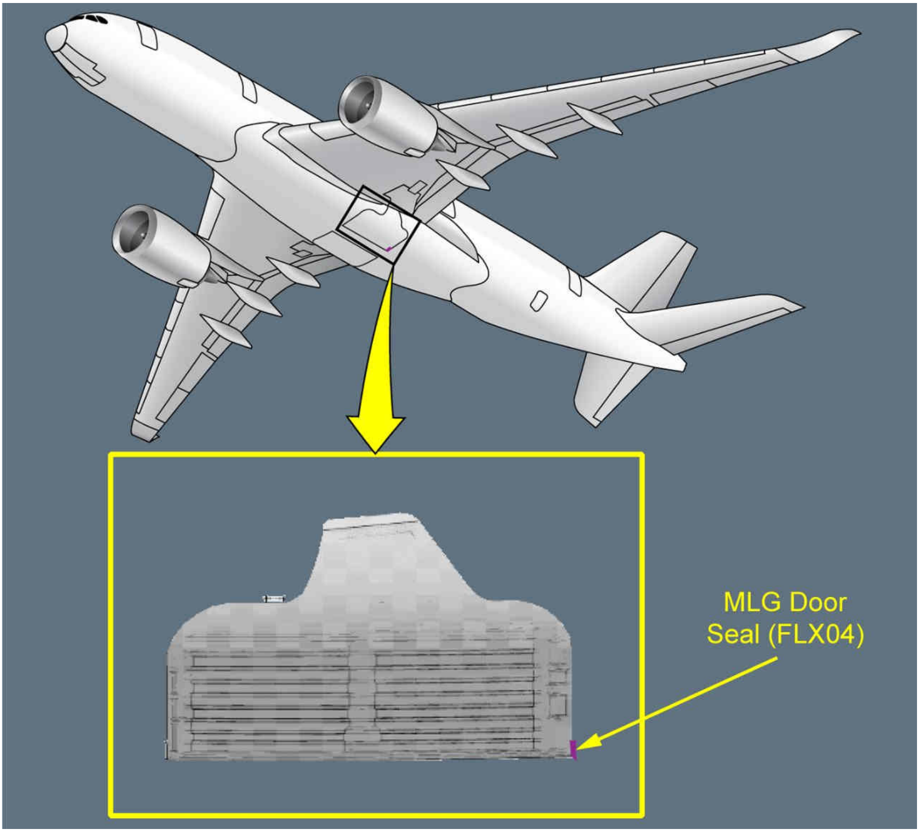
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-28 Illustration MLG Door Seal (FLX04)

ILLUSTRATION MLG DOOR SEAL (FLX04)

Ident.: CDL-53-28-00022595.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-28 MLG Door Seal (FLX04)*.

53-29	ERAI Seal

Ident.: CDL-53-29-00022596.0001001 / 20 JUL 15
Applicable to: ALL

53-29 ERAI SEAL	Quantity installed 4

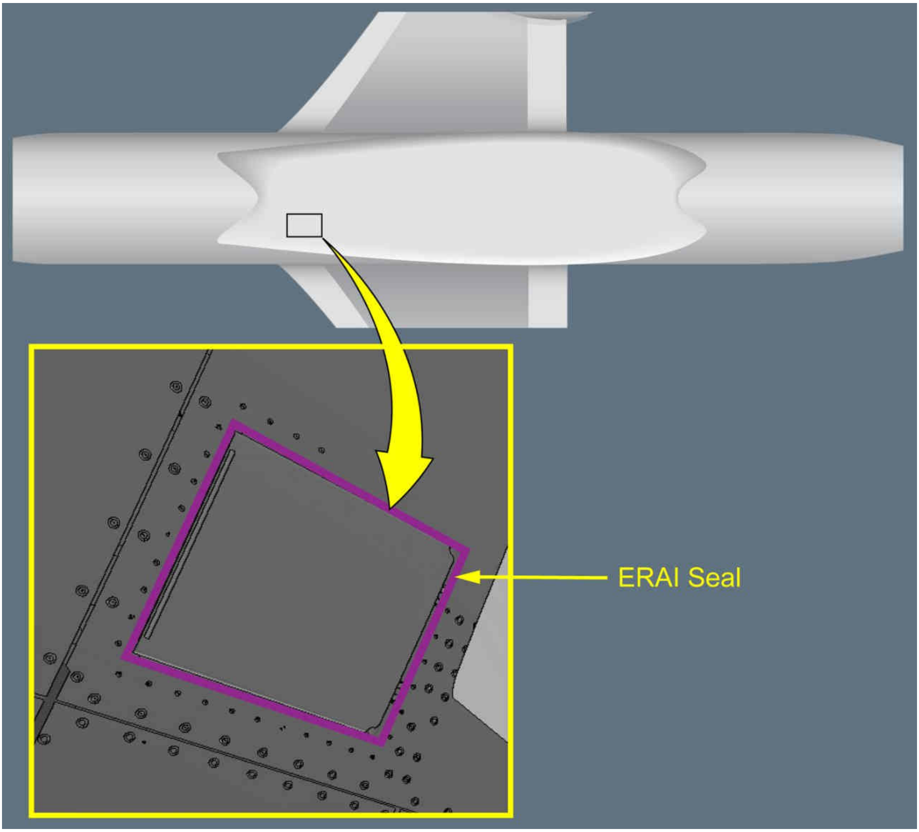
All may be missing provided that any loose or flapping seal material is cut off.

Note: May be combined with any other item listed in CDL-53 chapter.

Refer to CDL-53-29 Illustration ERAI Seal

ILLUSTRATION ERAI SEAL

Ident.: CDL-53-29-00022597.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 53-29 ERAI Seal*.

53-32	Seal of Wing Root to Leading Edge

Ident.: CDL-53-32-00023315.0001001 / 19 JUN 18
Applicable to: ALL

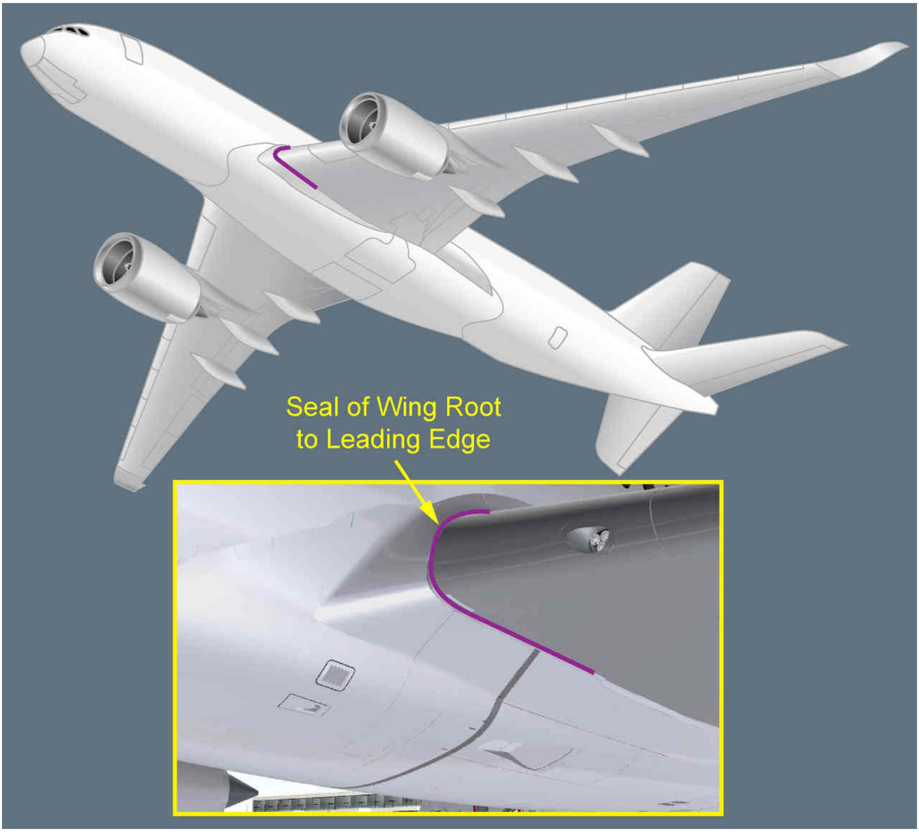
53-32 SEAL OF WING ROOT TO LEADING EDGE	Quantity installed 8

(m) *Refer to Maintenance Procedure A350-A-53-35-XX-04ZZZ-560Z-A*
Up to 20 cm of seal per wing root may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-32 Illustration Seal of Wing Root to Leading Edge

ILLUSTRATION SEAL OF WING ROOT TO LEADING EDGE

Ident.: CDL-53-32-00023316.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-32 Seal of Wing Root to Leading Edge*.

53-33	External Power Panel Access Door Seal

Ident.: CDL-53-33-00024078.0001001 / 08 JUN 17
Applicable to: ALL

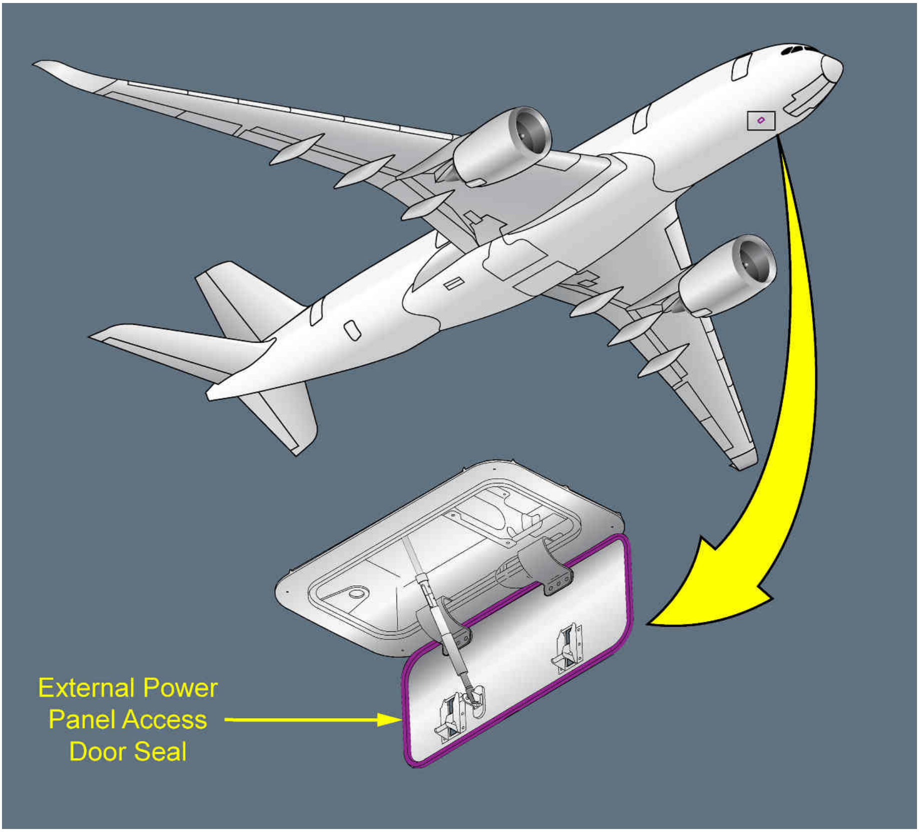
53-33 EXTERNAL POWER PANEL ACCESS DOOR SEAL	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-52-42-71-00ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-33 Illustration External Power Panel Access Door Seal

ILLUSTRATION EXTERNAL POWER PANEL ACCESS DOOR SEAL

Ident.: CDL-53-33-00024079.0001001 / 09 JUN 17
Applicable to: B-18901, B-18902, B-18903, B-18905, B-18906, B-18907, B-18908, B-18909, B-18910, B-18912, B-18915

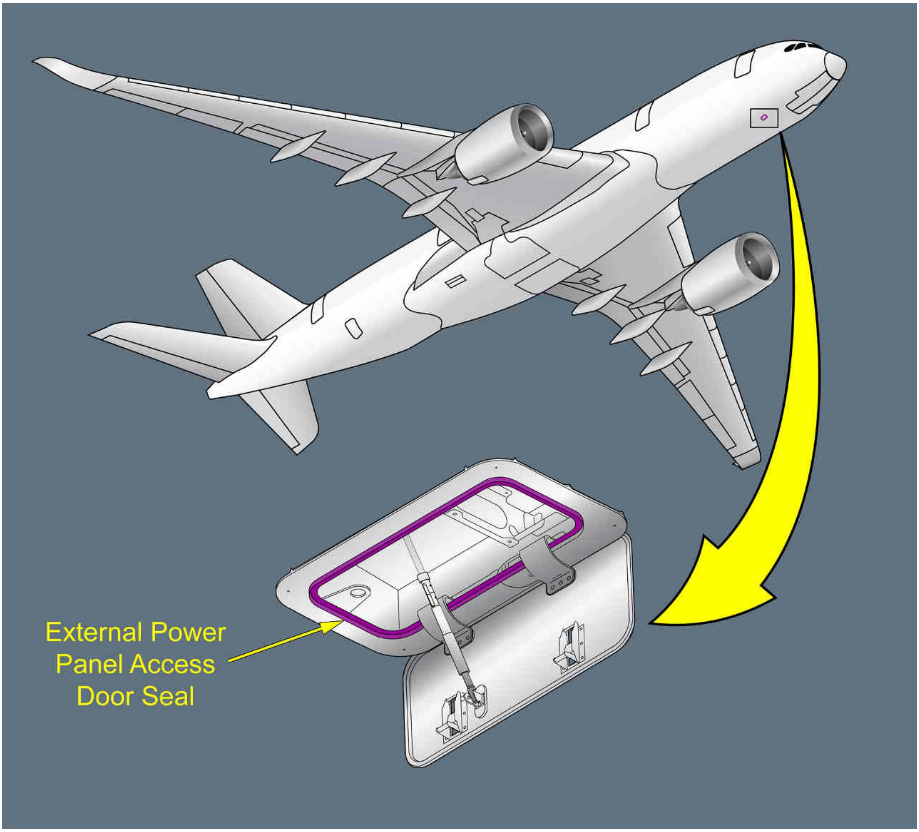


For dispatch conditions: *Refer to 53-33 External Power Panel Access Door Seal*.

ILLUSTRATION EXTERNAL POWER PANEL ACCESS DOOR SEAL

Ident.: CDL-53-33-00024079.0002001 / 07 JAN 19

1 **Applicable to: B-18916, B-18917, B-18918, B-18919**



For dispatch conditions: *Refer to 53-33 External Power Panel Access Door Seal*.

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53-36	Nose Jacking Fitting Screw Plug

Ident.: CDL-53-36-00024112.0001001 / 08 JUN 17
Applicable to: ALL

53-36 NOSE JACKING FITTING SCREW PLUG	Quantity installed 5

(m) *Refer to Maintenance Procedure A350-A-53-11-XX-03ZZZ-560Z-A*

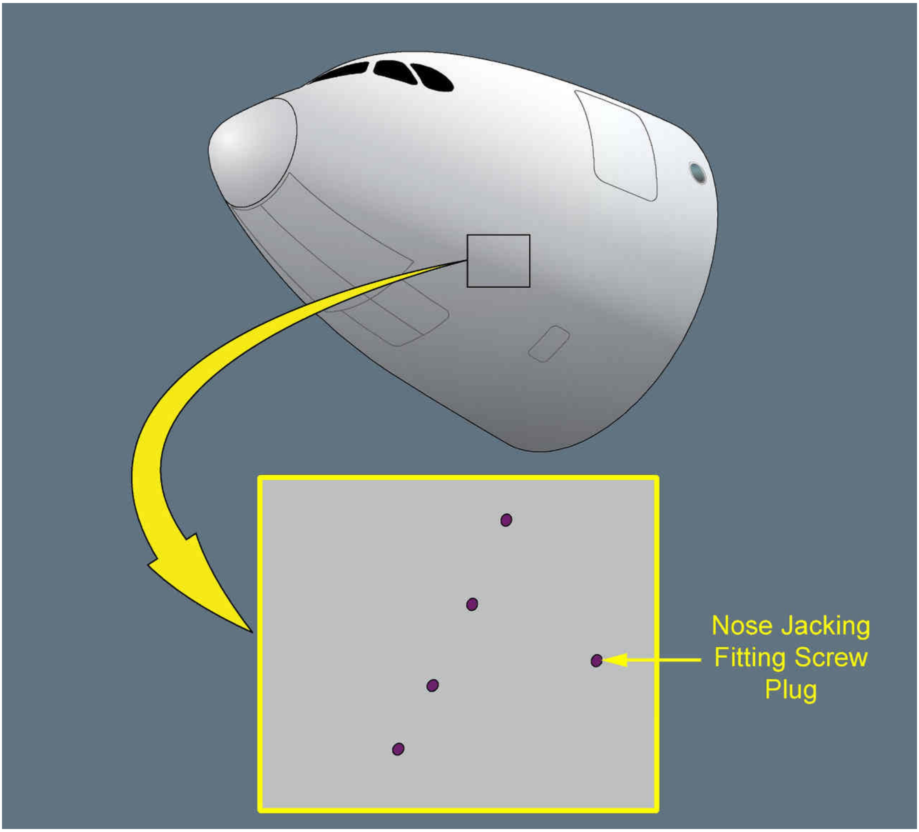
All may be missing provided that the hole is covered.

Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-36 Illustration Nose Jacking Fitting Screw Plug

ILLUSTRATION NOSE JACKING FITTING SCREW PLUG

Ident.: CDL-53-36-00024113.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-36 Nose Jacking Fitting Screw Plug*.

53-38	Forward Cargo Door Scuff Plate

Ident.: CDL-53-38-00024206.0001001 / 08 JUN 17
Applicable to: ALL

53-38 FORWARD CARGO DOOR SCUFF PLATE	Quantity installed 11

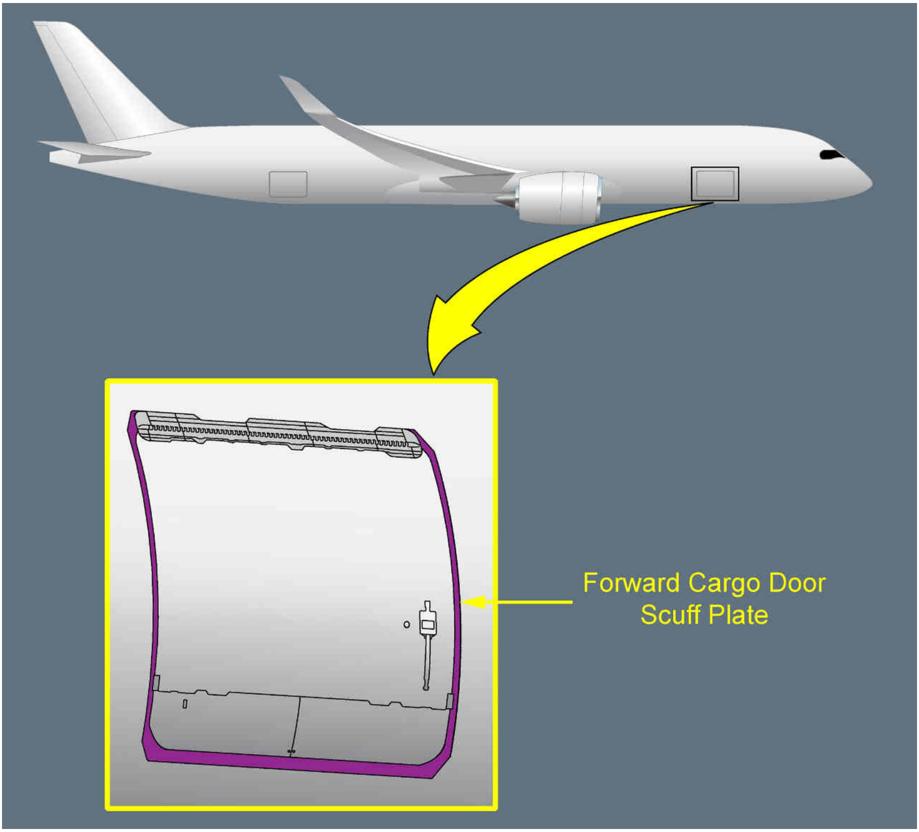
All may be missing.

Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-38 Illustration Forward Cargo Door Scuff Plate

ILLUSTRATION FORWARD CARGO DOOR SCUFF PLATE

Ident.: CDL-53-38-00024207.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-38 Forward Cargo Door Scuff Plate*.

53-39	Aft Cargo Door Scuff Plate

Ident.: CDL-53-39-00024208.0001001 / 08 JUN 17
Applicable to: ALL

53-39 AFT CARGO DOOR SCUFF PLATE	Quantity installed 7

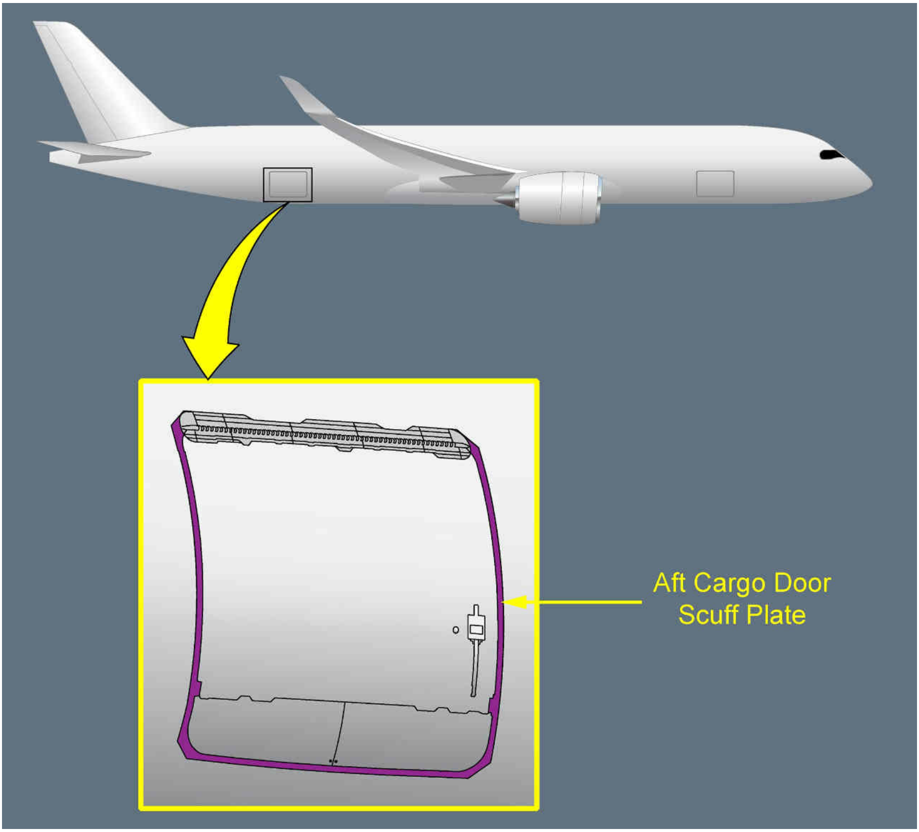
All may be missing.

Note: May be combined with any other item listed in CDL-53 chapter.

Refer to CDL-53-39 Illustration Aft Cargo Door Scuff Plate

ILLUSTRATION AFT CARGO DOOR SCUFF PLATE

Ident.: CDL-53-39-00024209.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-39 Aft Cargo Door Scuff Plate*.

53-40	Bulk Cargo Door Scuff Plate

Ident.: CDL-53-40-00024210.0001001 / 08 JUN 17
Applicable to: ALL

53-40 BULK CARGO DOOR SCUFF PLATE	Quantity installed 6

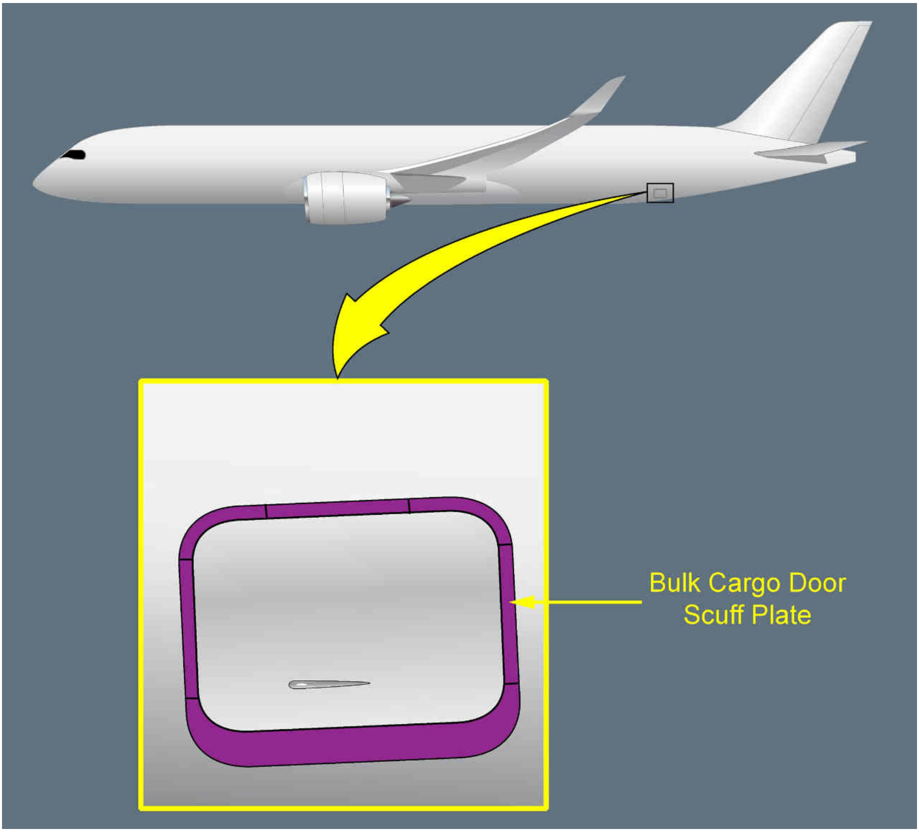
All may be missing.

Note: May be combined with any other item listed in CDL-53 chapter.

Refer to CDL-53-40 Illustration Bulk Cargo Door Scuff Plate

ILLUSTRATION BULK CARGO DOOR SCUFF PLATE

Ident.: CDL-53-40-00024211.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 53-40 Bulk Cargo Door Scuff Plate*.

53-65	Forward Nose Landing Gear Door Seal

Ident.: CDL-53-65-00023366.0001001 / 17 DEC 19
Applicable to: ALL

a)

53-65 FORWARD NOSE LANDING GEAR DOOR SEAL	Quantity installed 14

Up to 5 cm (1.9 in) per seal on one or two seals may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-53 chapter.*

– or –

b)

53-65 FORWARD NOSE LANDING GEAR DOOR SEAL	Quantity installed 14

(m) *Refer to Maintenance Procedure A350-A-53-19-87-04ZZZ-560Z-A*
More than 5 cm (1.9 in) on a single seal may be missing provided that the entire seal is removed.
The authorized seals to have more than 5 cm (1.9 in) missing are:

- Seal number 1
- Seal number 2
- Seal number 3
- Seal number 4
- Seal number 5
- Seal number 6
- Seal number 7
- Seal number 8
- Seal number 9
- Seal number 11
- Seal number 12
- Seal number 13.

Note: *May be combined with any other item listed in CDL-53 chapter, except 53-66 (Refer to 53-66 Aft Nose Landing Gear Door Seal).*

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– or –

c)

53-65 **FORWARD NOSE LANDING GEAR DOOR SEAL**	**Quantity installed** **14**

(m) *Refer to Maintenance Procedure A350-A-53-19-87-04ZZZ-560Z-A*
More than 5 cm (1.9 in) per seal for the authorized combinations of two seals may be missing provided that the entire seals are removed.
The authorized combination are:

- Seals number 1 and 2
- Seals number 3 and 4
- Seals number 5 and 6
- Seals number 7 and 11
- Seals number 8 and 12
- Seals number 9 and 13.

Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-53 chapter, except 53-66 (Refer to 53-66 Aft Nose Landing Gear Door Seal).*

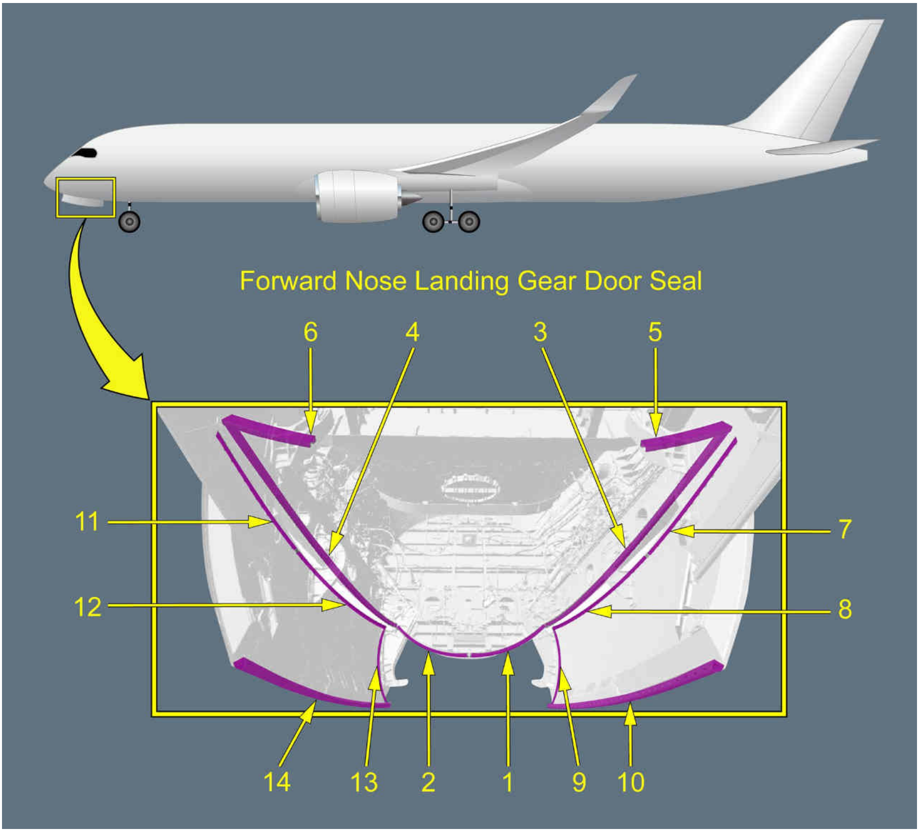
- **Performance:**

  The following performance penalties are applicable for two missing seals:
  - Takeoff and approach climb performance limiting weights are reduced by 76 kg (168 lb).

Refer to CDL-53-65 Illustration Forward Nose Landing Gear Door Seal

ILLUSTRATION FORWARD NOSE LANDING GEAR DOOR SEAL

Ident.: CDL-53-65-00023367.0001001 / 07 JAN 19
Applicable to: ALL



For dispatch conditions: *Refer to 53-65 Forward Nose Landing Gear Door Seal*.

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53-66	Aft Nose Landing Gear Door Seal

Ident.: CDL-53-66-00023368.0001001 / 28 APR 23
Applicable to: ALL

a)

53-66 AFT NOSE LANDING GEAR DOOR SEAL	Quantity installed 15

Up to 5 cm (1.9 in) per seal on one or two seals may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-53 chapter..*

– or –

b)

53-66 AFT NOSE LANDING GEAR DOOR SEAL	Quantity installed 15

(m) *Refer to Maintenance Procedure A350-A-53-19-87-05ZZZ-560Z-A*
More than 5 cm (1.9 in) on a single seal may be missing provided that the entire seal is removed.
The authorized seals to have more than 5 cm (1.9 in) missing are:

- Seal number 1
- Seal number 4
- Seal number 5
- Seal number 6
- Seal number 10
- Seal number 11
- Seal number 15.

Note: *May be combined with any other item listed in CDL-53 chapter, except 53-65 (Refer to 53-65 Forward Nose Landing Gear Door Seal).*

– or –

c)

53-66 AFT NOSE LANDING GEAR DOOR SEAL	Quantity installed 15

(m) *Refer to Maintenance Procedure A350-A-53-19-87-05ZZZ-560Z-A*
More than 5 cm (1.9 in) per seal for the authorized combinations of two seals may be missing provided that the entire seals are removed.

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The authorized combinations are:

- Seals number 4 and 5
- Seals number 6 and 11
- Seals number 10 and 15.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-53 chapter, except 53-65 (Refer to 53-65 Forward Nose Landing Gear Door Seal).*

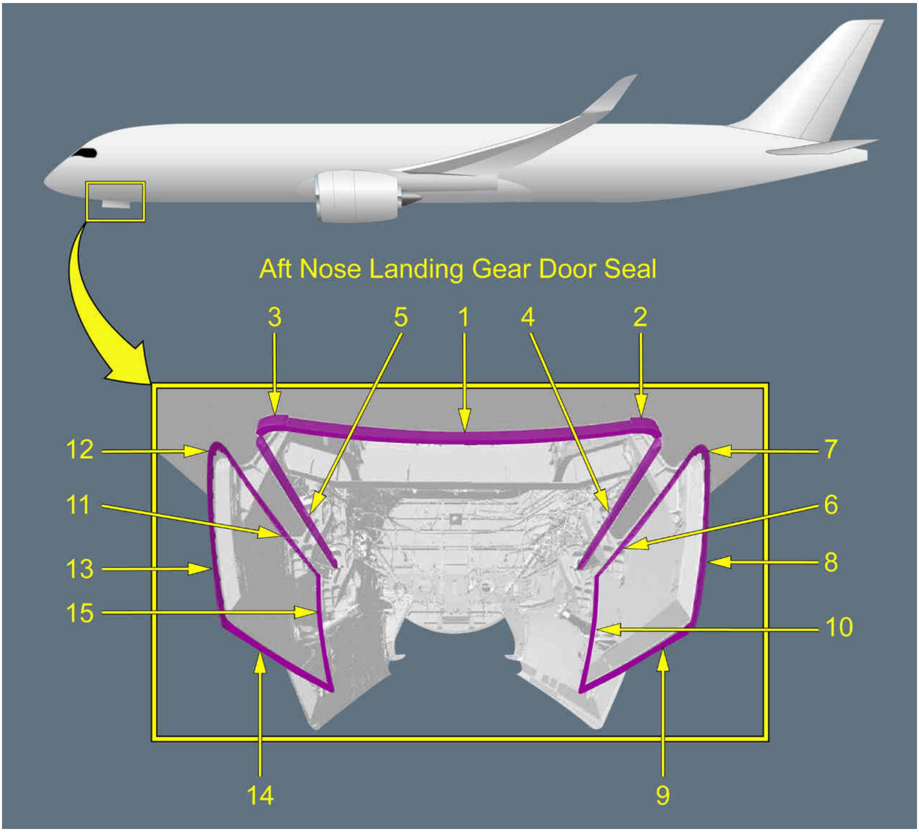
- **Performance:**

  The following performance penalties are applicable for two missing seals:
  - Takeoff and approach climb performance limiting weights are reduced by 76 kg (168 lb).

Refer to CDL-53-66 Illustration Aft Nose Landing Gear Door Seal

ILLUSTRATION AFT NOSE LANDING GEAR DOOR SEAL

Ident.: CDL-53-66-00023369.0001001 / 07 JAN 19
Applicable to: ALL



For dispatch conditions: *Refer to 53-66 Aft Nose Landing Gear Door Seal*.

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53-67	Cargo Door Operating Panel Scuff Plate

Ident.: CDL-53-67-00025274.0001001 / 03 JUL 20
Applicable to: ALL

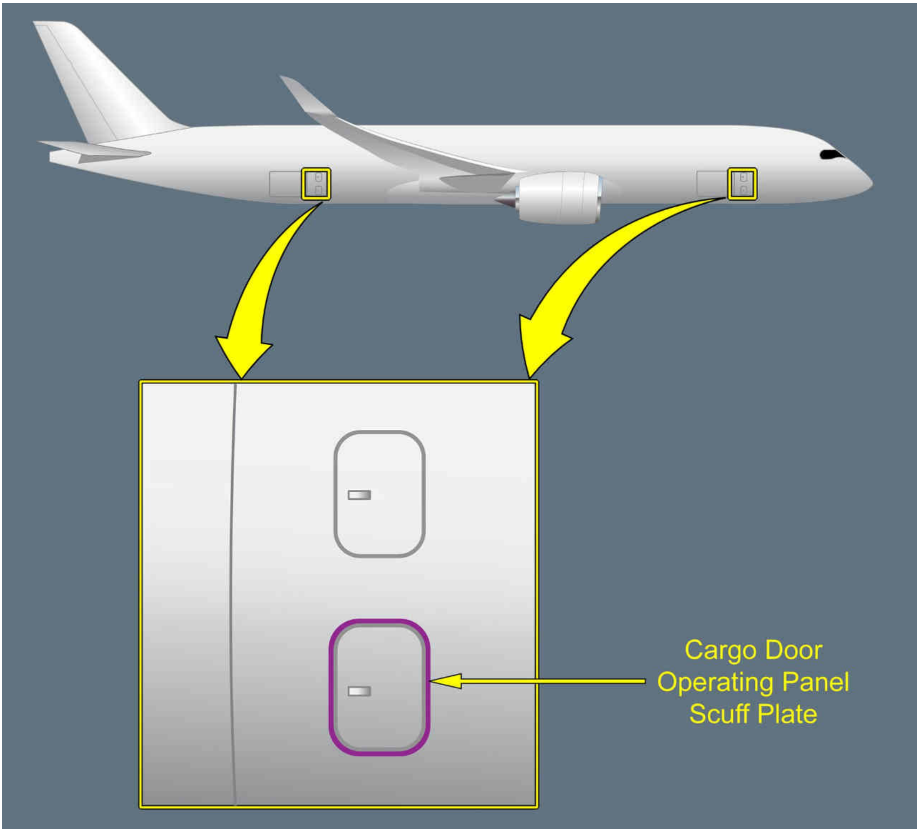
53-67 CARGO DOOR OPERATING PANEL SCUFF PLATE	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-0CZZZ-560Z-A*
All may be missing provided that the primary structure is not damaged. A visual inspection must be performed before each flight to ensure that there is no additional damage or contamination on the aircraft.
Note: *1. Operate the affected cargo operating panel with care.*
2. May be combined with any other item listed in CDL-53 chapter.

Refer to CDL-53-67 Illustration Cargo Door Operating Panel Scuff Plate

ILLUSTRATION CARGO DOOR OPERATING PANEL SCUFF PLATE

Ident.: CDL-53-67-00025275.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 53-67 Cargo Door Operating Panel Scuff Plate*.

53-68	Cargo Loading System Panel Scuff Plate

Ident.: CDL-53-68-00025276.0001001 / 03 JUL 20
Applicable to: ALL

53-68 CARGO LOADING SYSTEM PANEL SCUFF PLATE	Quantity installed 2

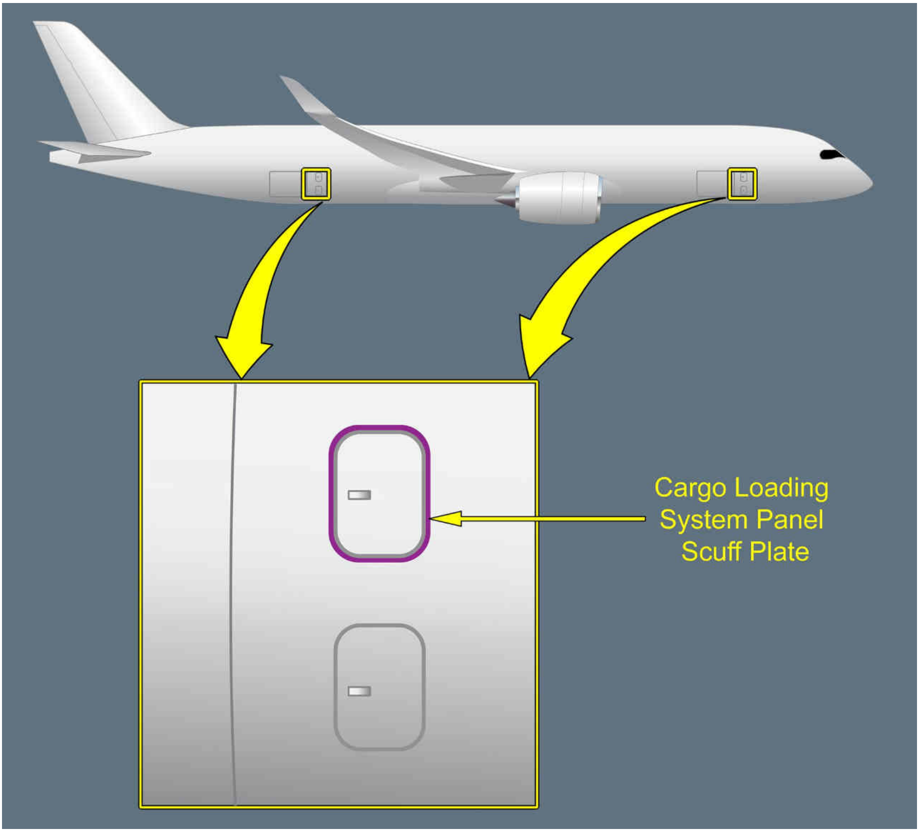
(m) *Refer to Maintenance Procedure A350-A-53-XX-XX-0EZZZ-560Z-A*
All may be missing provided that the primary structure is not damaged. A visual inspection must be performed before each flight to ensure that there is no additional damage or contamination on the aircraft.

Note: *1. Operate the affected cargo loading system panel with care.*
2. May be combined with any other item listed in CDL-53 chapter.

Refer to CDL-53-68 Illustration Cargo Loading System Panel Scuff Plate

ILLUSTRATION CARGO LOADING SYSTEM PANEL SCUFF PLATE

Ident.: CDL-53-68-00025277.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 53-68 Cargo Loading System Panel Scuff Plate*.

53-69	Supplemental Cooling System Aft Flap Seal

Ident.: CDL-53-69-00025254.0001001 / 03 JUL 20
Applicable to: ALL

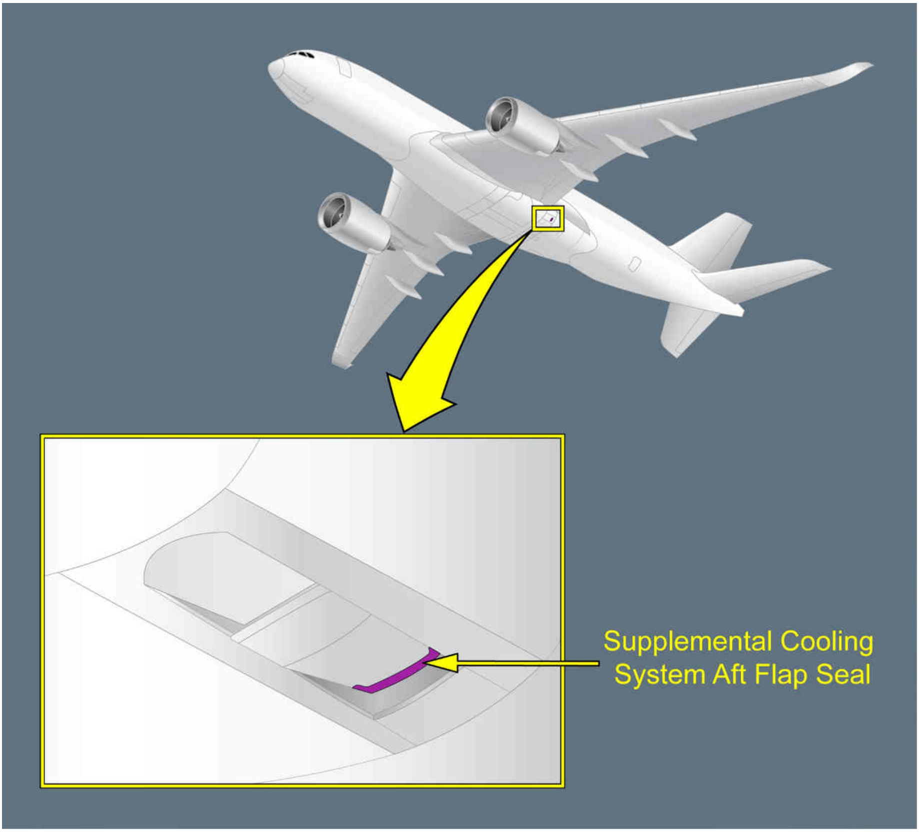
53-69 SUPPLEMENTAL COOLING SYSTEM AFT FLAP SEAL	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-53-3X-XX-00ZZZ-560Z-A*
May be missing.
Note: *May be combined with any other item listed in CDL-53 chapter.*

Refer to CDL-53-69 Illustration Supplemental Cooling System Aft Flap Seal

ILLUSTRATION SUPPLEMENTAL COOLING SYSTEM AFT FLAP SEAL

Ident.: CDL-53-69-00025255.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 53-69 Supplemental Cooling System Aft Flap Seal*.

54-01	Seal between APF and RSS

Ident.: CDL-54-01-00020527.0001001 / 08 JUN 17
Applicable to: ALL

54-01 SEAL BETWEEN APF AND RSS	Quantity installed 6

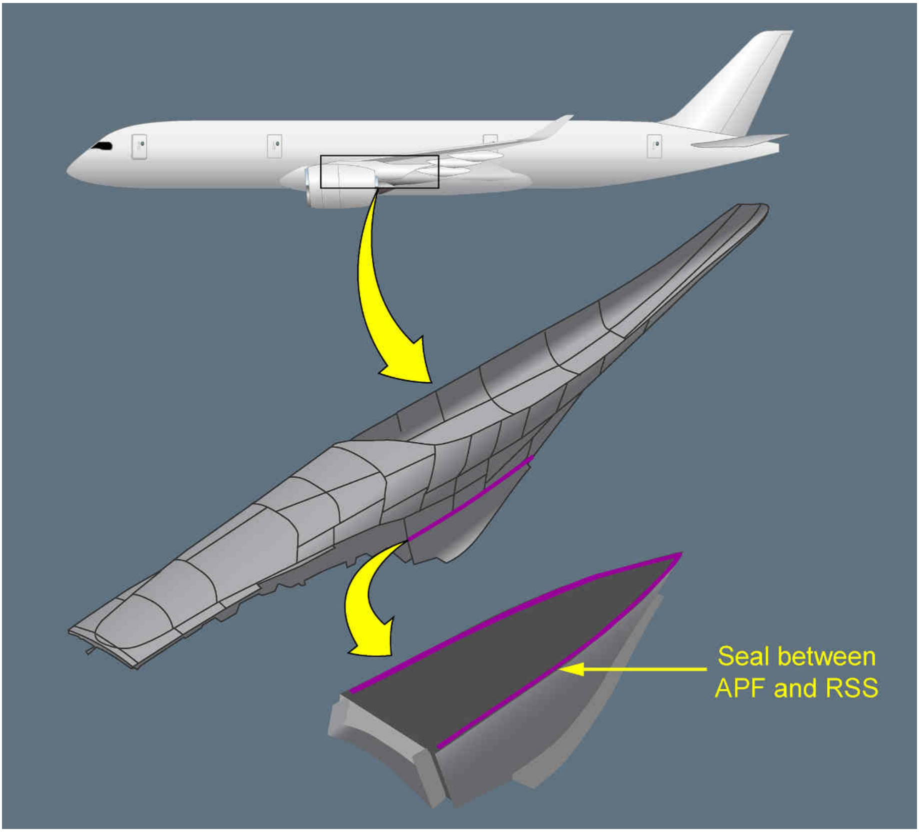
Up to 50 cm (19 in) of seal per pylon may be missing provided that it is only on one side of the pylon and in the rear part of the APF.

Note: *May be combined with any other item listed in CDL-54 chapter.*

Refer to CDL-54-01 Illustration Seal between APF and RSS

ILLUSTRATION SEAL BETWEEN APF AND RSS

Ident.: CDL-54-01-00020528.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 54-01 Seal between APF and RSS*.

54-02	Seal between Gutter and Taco Shell

Ident.: CDL-54-02-00020530.0001001 / 30 SEP 14
Applicable to: ALL

54-02 SEAL BETWEEN GUTTER AND TACO SHELL	Quantity installed 2

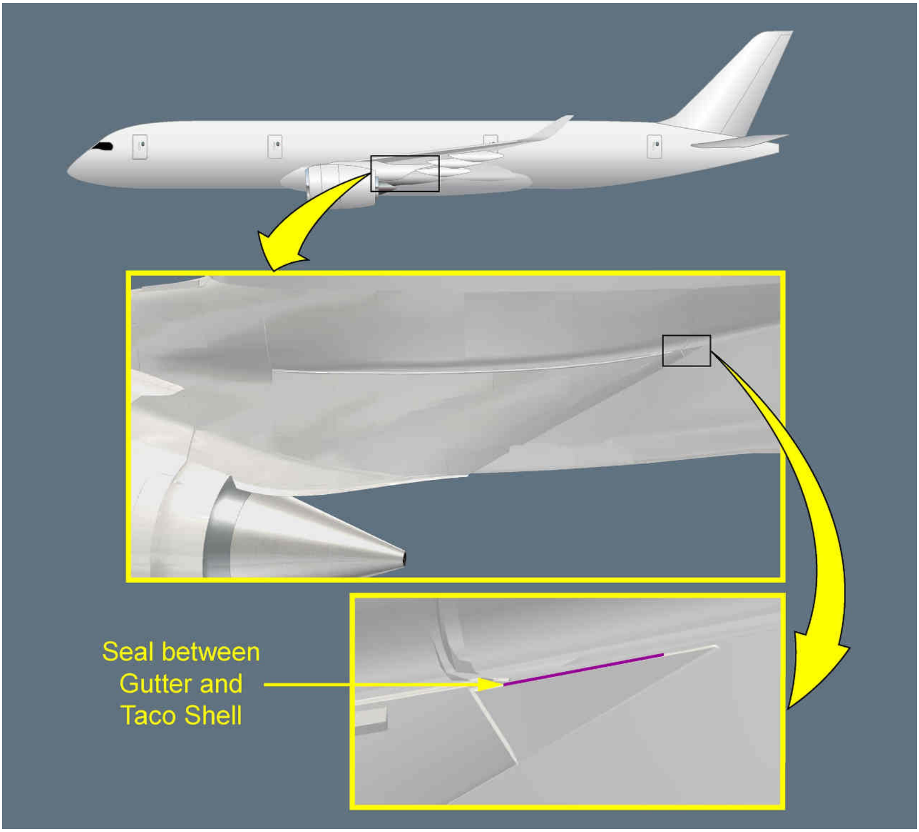
All may be missing.

Note: *May be combined with any other item listed in CDL-54 chapter.*

Refer to CDL-54-02 Illustration Seal between Gutter and Taco Shell

ILLUSTRATION SEAL BETWEEN GUTTER AND TACO SHELL

Ident.: CDL-54-02-00020531.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 54-02 Seal between Gutter and Taco Shell*.

55-01	VTP Lower Rudder Seal

Ident.: CDL-55-01-00018787.0001001 / 08 JUN 17
Applicable to: ALL

55-01 VTP LOWER RUDDER SEAL	Quantity installed 3

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-55 chapter.*

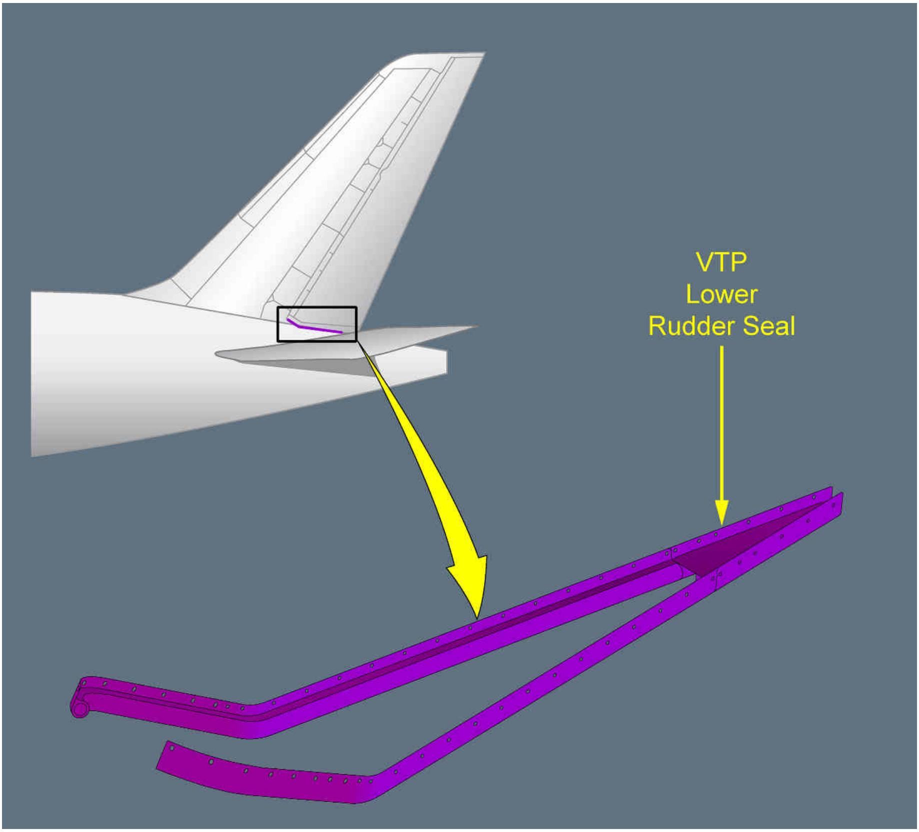
- **Performance:**

  The following performance penalties are applicable:
  - If 136 cm (54 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 37 kg (82 lb) per meter (39 in) of missing seal
  - If 259 cm (102 in) or more of seal are missing, en-route performance limiting weight is reduced by 62 kg (137 lb) per meter (39 in) of missing seal.

Refer to CDL-55-01 Illustration VTP Lower Rudder Seal

ILLUSTRATION VTP LOWER RUDDER SEAL

Ident.: CDL-55-01-00018788.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 55-01 VTP Lower Rudder Seal*.

55-02	VTP Trailing Edge Panel Seal

Ident.: CDL-55-02-00018789.0001001 / 20 JUL 15
Applicable to: ALL

55-02 VTP TRAILING EDGE PANEL SEAL	Quantity installed 42

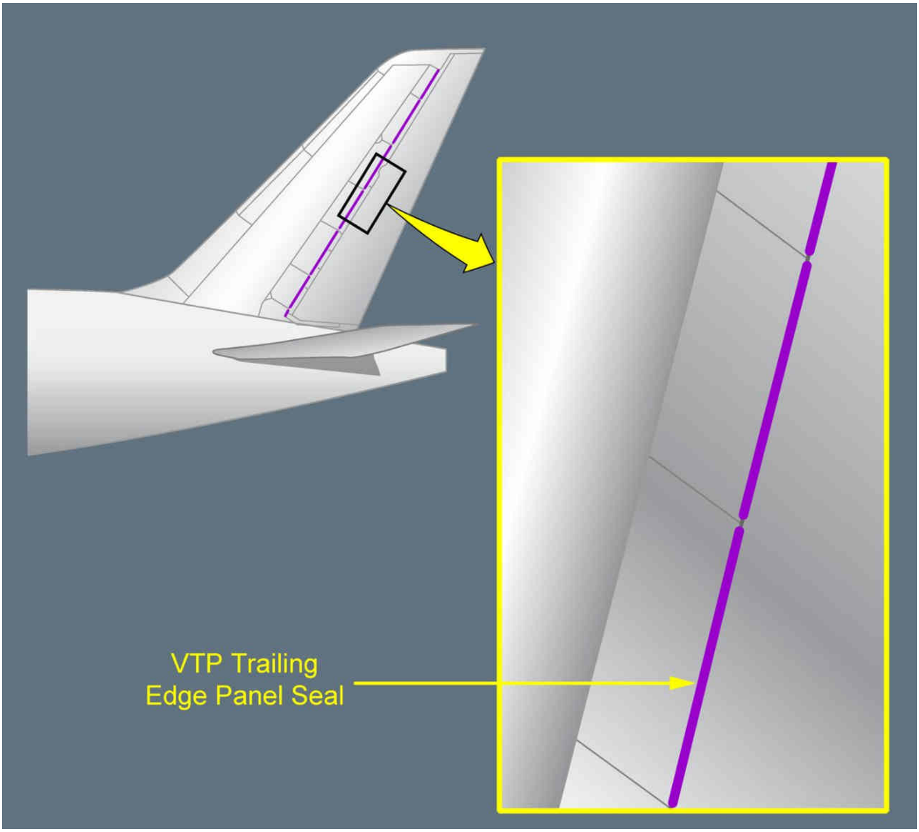
Up to 50 cm (19 in) of seal may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-55 chapter.*

Refer to CDL-55-02 Illustration VTP Trailing Edge Panel Seal

ILLUSTRATION VTP TRAILING EDGE PANEL SEAL

Ident.: CDL-55-02-00018790.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 55-02 VTP Trailing Edge Panel Seal*.

55-03	Rudder Hoisting Point Cover

Ident.: CDL-55-03-00019704.0001001 / 30 SEP 14
Applicable to: ALL

55-03 RUDDER HOISTING POINT COVER	Quantity installed 6

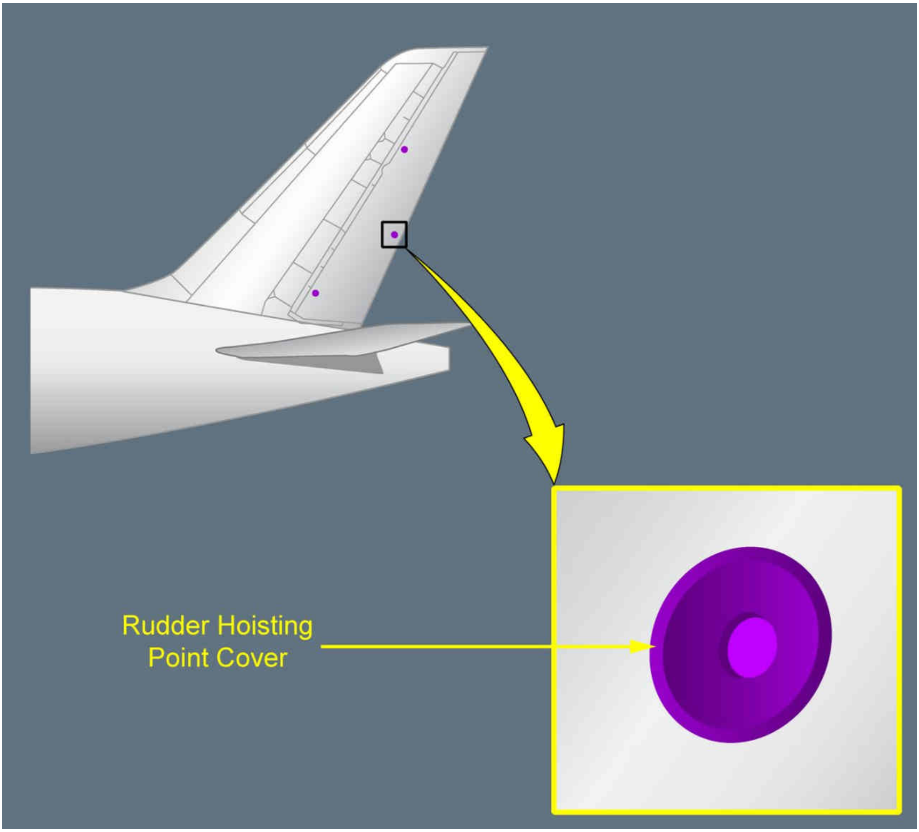
All may be missing.

Note: May be combined with any other item listed in CDL-55 chapter.

Refer to CDL-55-03 Illustration Rudder Hoisting Point Cover

ILLUSTRATION RUDDER HOISTING POINT COVER

Ident.: CDL-55-03-00019705.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 55-03 Rudder Hoisting Point Cover*.

55-04	Dorsal Fin Hoisting Point Cover

Ident.: CDL-55-04-00019706.0001001 / 30 SEP 14
Applicable to: ALL

55-04 DORSAL FIN HOISTING POINT COVER	Quantity installed 3

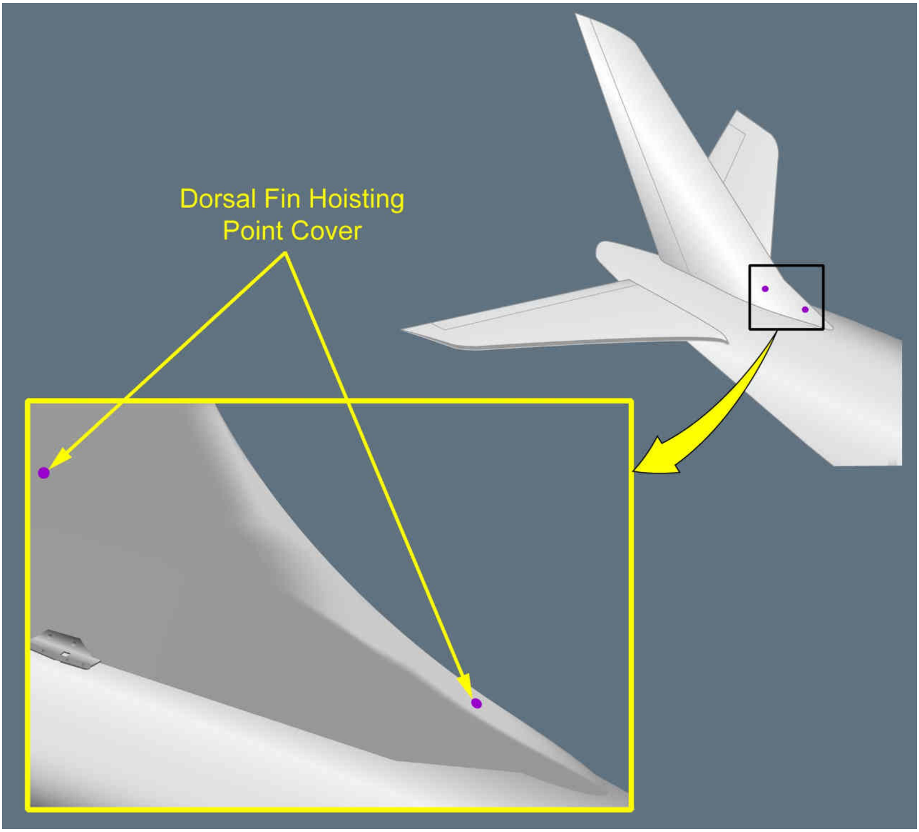
All may be missing.

Note: *May be combined with any other item listed in CDL-55 chapter.*

Refer to CDL-55-04 Illustration Dorsal Fin Hoisting Point Cover

ILLUSTRATION DORSAL FIN HOISTING POINT COVER

Ident.: CDL-55-04-00019707.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 55-04 Dorsal Fin Hoisting Point Cover*.

55-05	VTP Leading Edge Panel Hoisting Point Cover

Ident.: CDL-55-05-00019708.0001001 / 30 SEP 14
Applicable to: ALL

55-05 **VTP LEADING EDGE PANEL HOISTING POINT COVER**	**Quantity installed** **12**

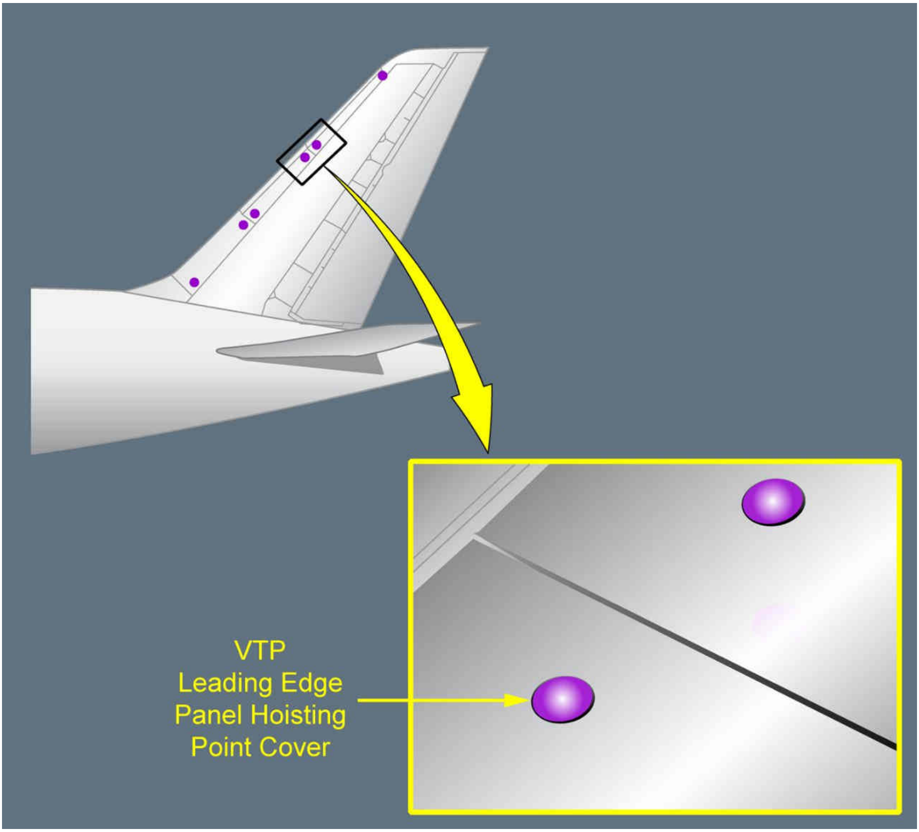
All may be missing.

Note: *May be combined with any other item listed in CDL-55 chapter.*

Refer to CDL-55-05 Illustration VTP Leading Edge Panel Hoisting Point Cover

ILLUSTRATION VTP LEADING EDGE PANEL HOISTING POINT COVER

Ident.: CDL-55-05-00019709.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 55-05 VTP Leading Edge Panel Hoisting Point Cover*.

55-06	VTP Shell Hoisting Point Cover

Ident.: CDL-55-06-00019710.0001001 / 30 SEP 14
Applicable to: ALL

55-06 VTP SHELL HOISTING POINT COVER	Quantity installed 4

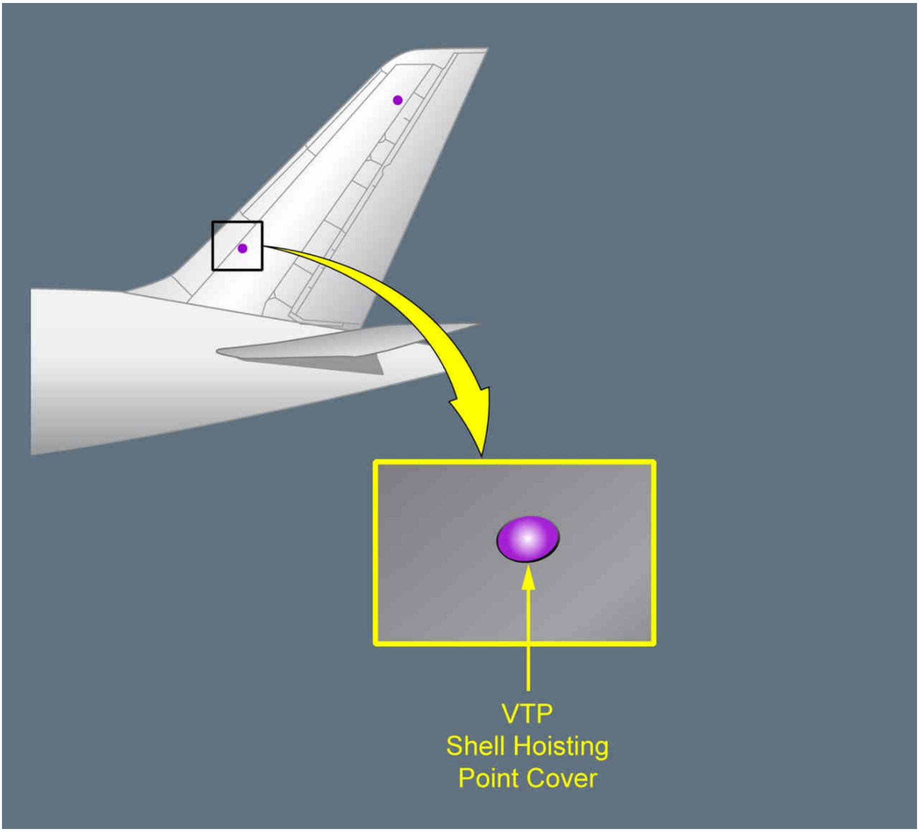
All may be missing.

Note: May be combined with any other item listed in CDL-55 chapter.

Refer to CDL-55-06 Illustration VTP Shell Hoisting Point Cover

ILLUSTRATION VTP SHELL HOISTING POINT COVER

Ident.: CDL-55-06-00019711.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 55-06 VTP Shell Hoisting Point Cover*.

55-07	VTP Tip Hoisting Point Cover

Ident.: CDL-55-07-00019712.0001001 / 30 SEP 14
Applicable to: ALL

55-07 VTP TIP HOISTING POINT COVER	Quantity installed 2

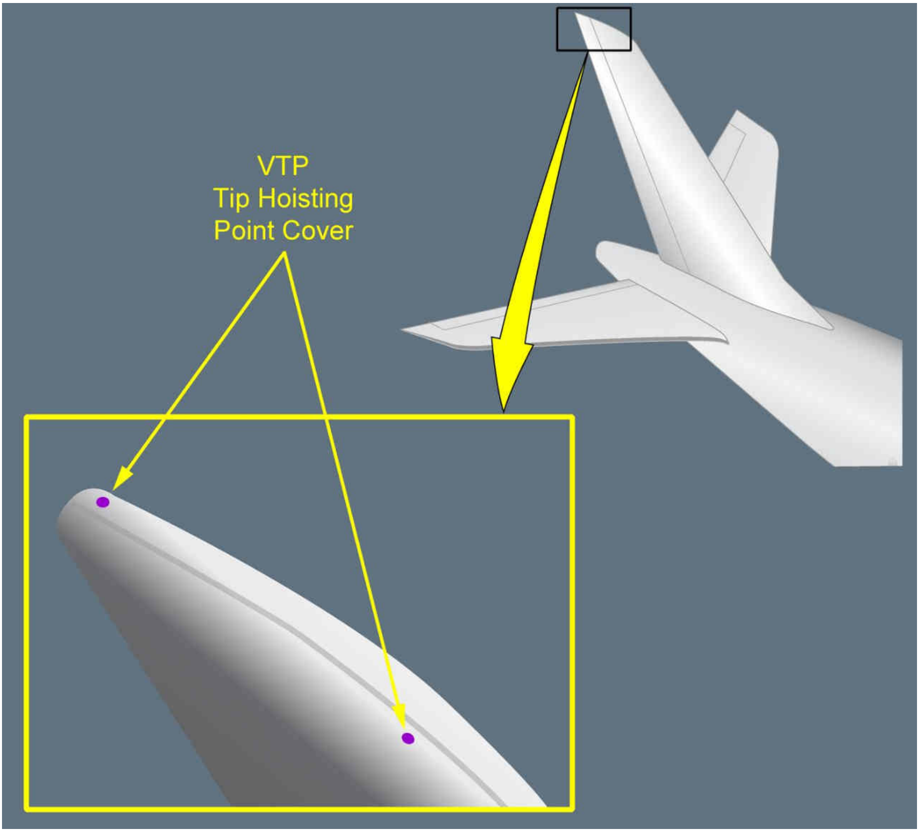
All may be missing.

Note: May be combined with any other item listed in CDL-55 chapter.

Refer to CDL-55-07 Illustration VTP Tip Hoisting Point Cover

ILLUSTRATION VTP TIP HOISTING POINT COVER

Ident.: CDL-55-07-00019713.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 55-07 VTP Tip Hoisting Point Cover*.

55-08	HTP Trailing Edge Seal

Ident.: CDL-55-08-00019714.0001001 / 06 FEB 17
Applicable to: ALL

55-08 HTP TRAILING EDGE SEAL	Quantity installed 58

Up to 130 cm (51 in) of seal may be missing, limited to 65 cm (25 in) per HTP side.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-55 chapter.*

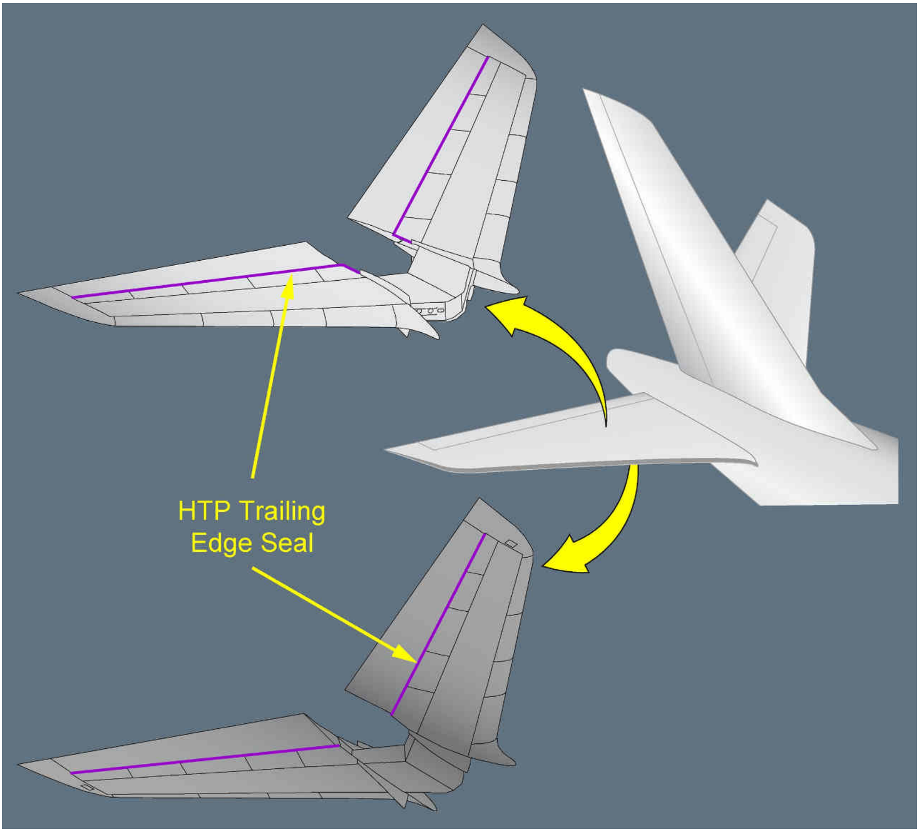
- **Performance:**

  The following performance penalties are applicable:
  - If 24 cm (10 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 210 kg (463 lb) per meter (39 in) of missing seal
  - If 46 cm (19 in) or more of seal are missing, en-route performance limiting weight is reduced by 349 kg (770 lb) per meter (39 in) of missing seal
  - If 95 cm (38 in) or more of seal are missing, fuel consumption is increased by 0.22 % per meter (39 in) of missing seal.

Refer to CDL-55-08 Illustration HTP Trailing Edge Seal

ILLUSTRATION HTP TRAILING EDGE SEAL

Ident.: CDL-55-08-00019715.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 55-08 HTP Trailing Edge Seal*.

55-09	HTP Outboard Elevator Seal

Ident.: CDL-55-09-00019716.0001001 / 06 FEB 17
Applicable to: ALL

55-09 HTP OUTBOARD ELEVATOR SEAL	Quantity installed 8

All may be missing provided that any loose or flapping seal is fully removed.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-55 chapter.*

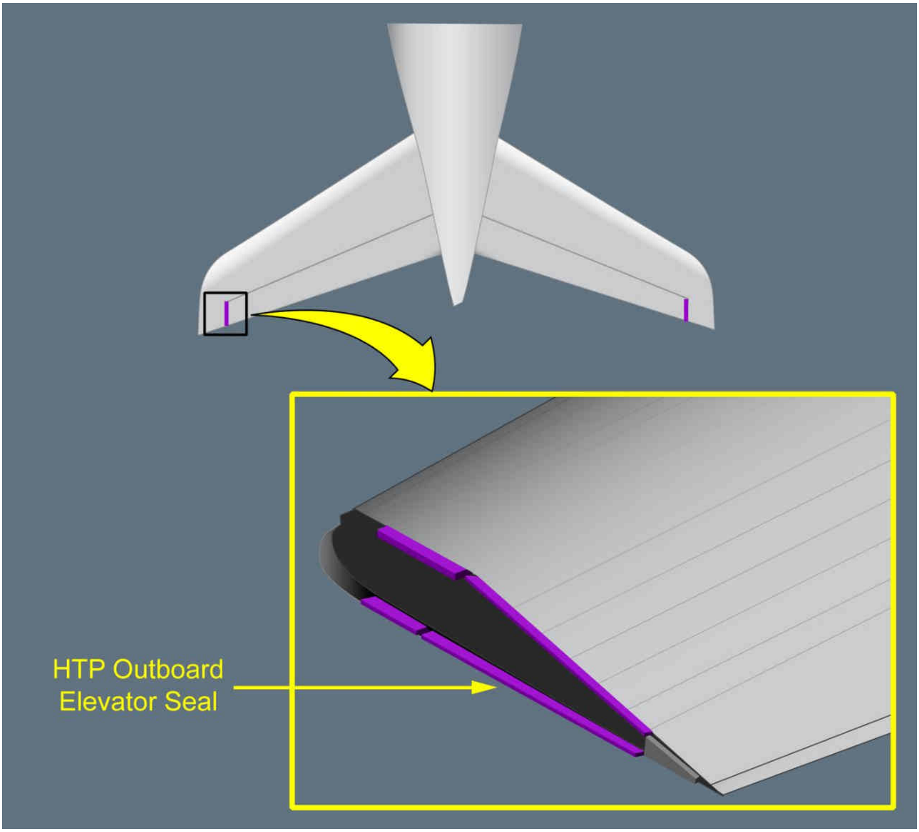
- **Performance:**

  The following performance penalties are applicable:
  - If 3 seals or more are missing, takeoff and approach climb performance limiting weights are reduced by 24 kg (53 lb) per missing seal
  - If 4 seals or more are missing, en-route performance limiting weight is reduced by 40 kg (89 lb) per missing seal.

Refer to CDL-55-09 Illustration HTP Outboard Elevator Seal

ILLUSTRATION HTP OUTBOARD ELEVATOR SEAL

Ident.: CDL-55-09-00019717.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 55-09 HTP Outboard Elevator Seal*.

55-10	HTP Tip Hoisting Point Cover

Ident.: CDL-55-10-00019718.0001001 / 30 SEP 14
Applicable to: ALL

55-10 HTP TIP HOISTING POINT COVER	Quantity installed 2

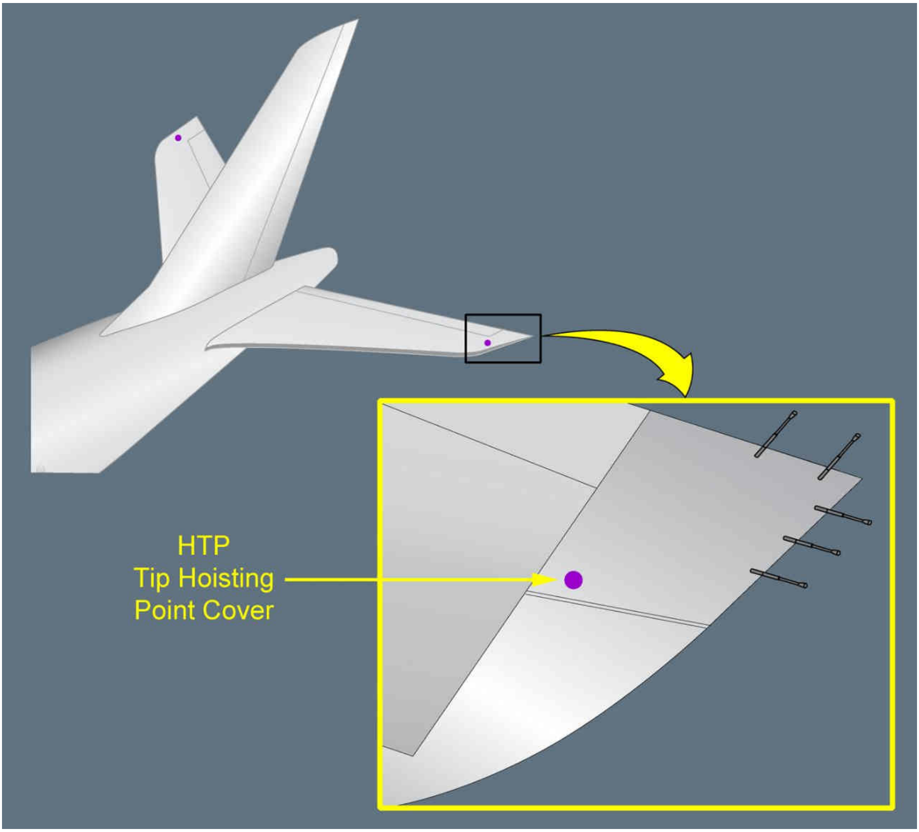
All may be missing.

Note: *May be combined with any other item listed in CDL-55 chapter.*

Refer to CDL-55-10 Illustration HTP Tip Hoisting Point Cover

ILLUSTRATION HTP TIP HOISTING POINT COVER

Ident.: CDL-55-10-00019719.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 55-10 HTP Tip Hoisting Point Cover*.

55-11	HTP Elevator Hoisting Point Cover

Ident.: CDL-55-11-00019720.0001001 / 30 SEP 14
Applicable to: ALL

55-11 HTP ELEVATOR HOISTING POINT COVER	Quantity installed 6

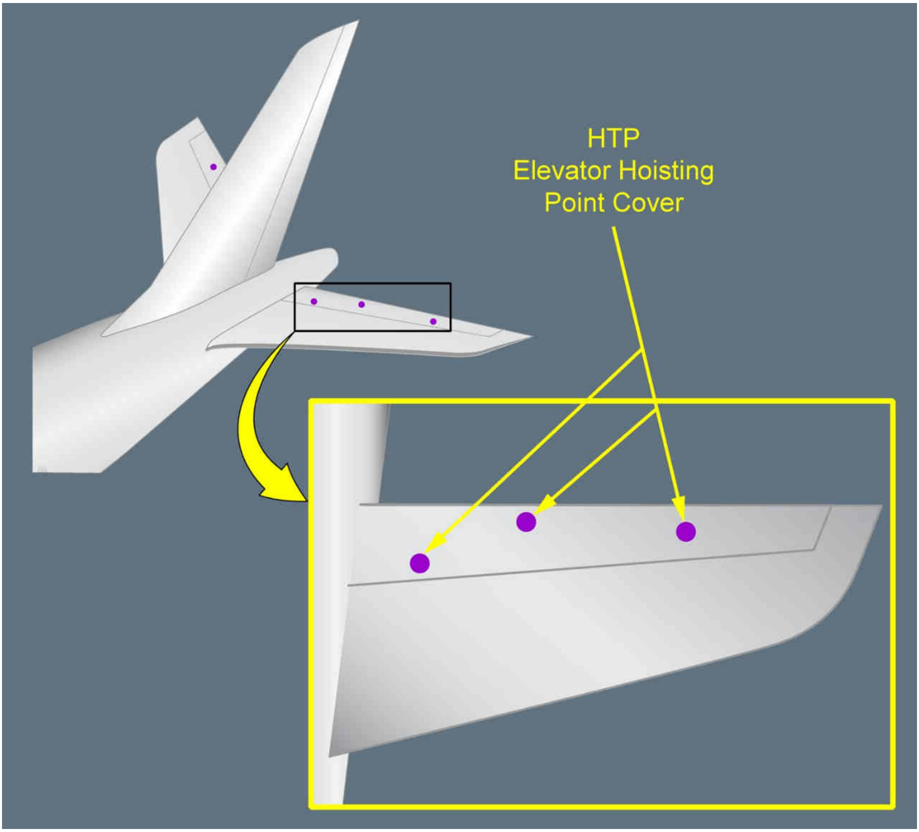
All may be missing.

Note: *May be combined with any other item listed in CDL-55 chapter.*

Refer to CDL-55-11 Illustration HTP Elevator Hoisting Point Cover

ILLUSTRATION HTP ELEVATOR HOISTING POINT COVER

Ident.: CDL-55-11-00019721.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 55-11 HTP Elevator Hoisting Point Cover*.

55-12	HTP Tip Maintenance Door

Ident.: CDL-55-12-00020787.0001001 / 20 JUL 15
Applicable to: ALL

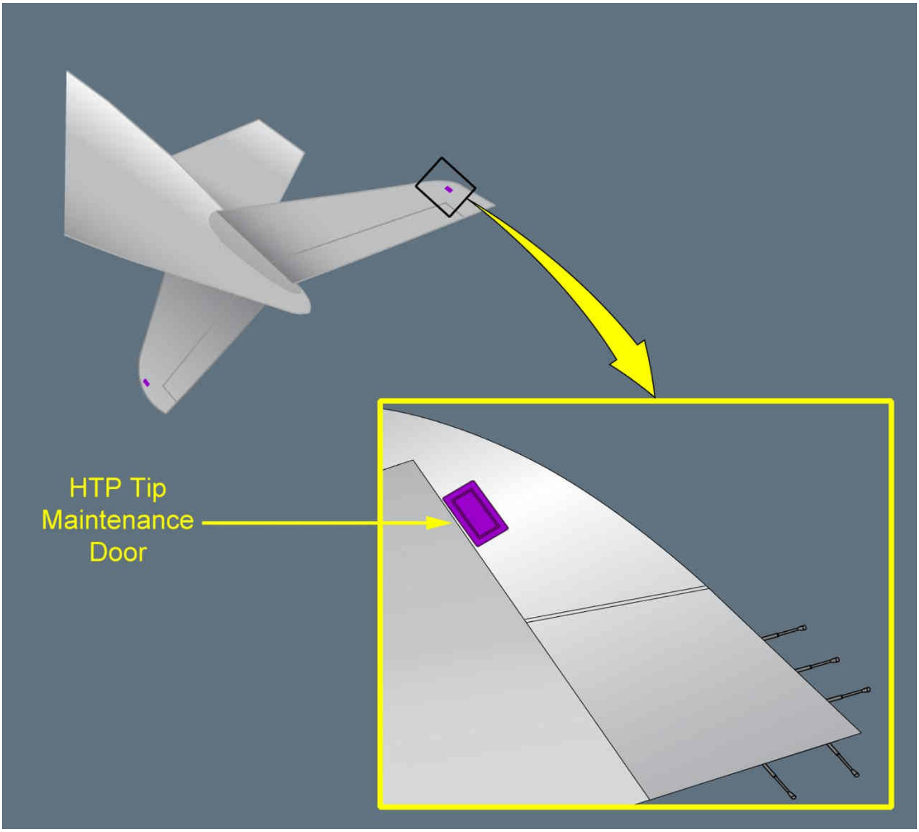
55-12 HTP TIP MAINTENANCE DOOR	**Quantity installed 2**

(m) *Refer to Maintenance Procedure A350-A-55-14-61-00ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: May be combined with any other item listed in CDL-55 chapter.

Refer to CDL-55-12 Illustration HTP Tip Maintenance Door

ILLUSTRATION HTP TIP MAINTENANCE DOOR

Ident.: CDL-55-12-00020788.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions: *Refer to 55-12 HTP Tip Maintenance Door*.

55-13	Dorsal Fin Fairing Seal

Ident.: CDL-55-13-00021004.0001001 / 06 FEB 17
Applicable to: ALL

55-13 DORSAL FIN FAIRING SEAL	**Quantity installed 1**

May be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-55 chapter.*

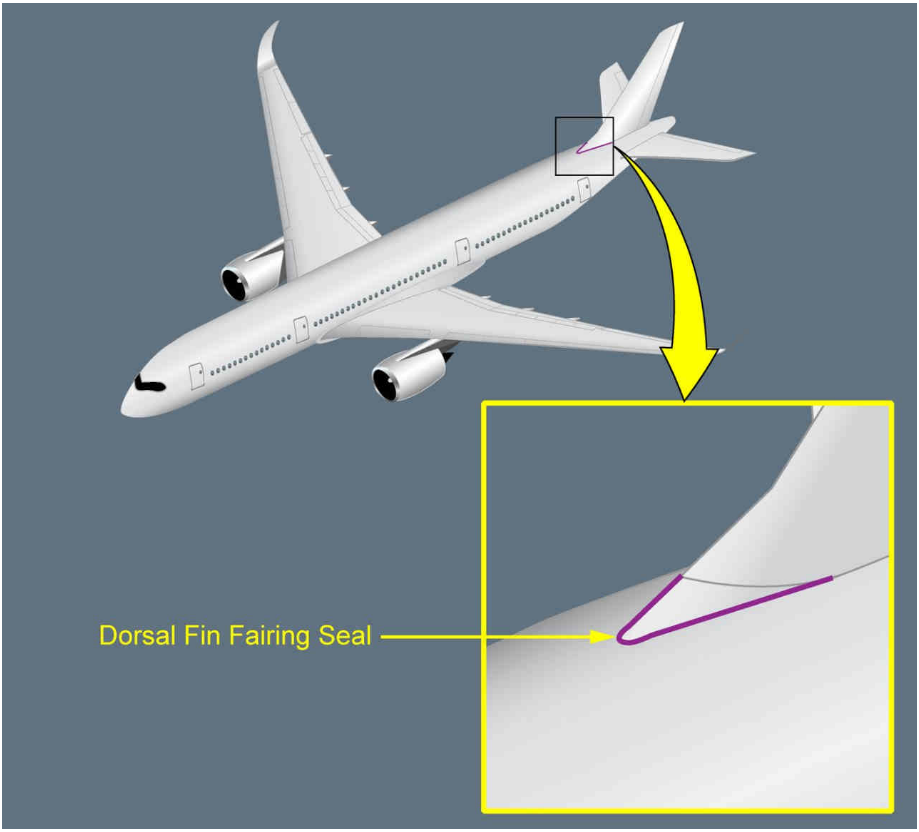
- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 597 kg (1 317 lb)
  - En-route performance limiting weight is reduced by 991 kg (2 185 lb)
  - Fuel consumption is increased by 0.59 %.

Refer to CDL-55-13 Illustration Dorsal Fin Fairing Seal

ILLUSTRATION DORSAL FIN FAIRING SEAL

Ident.: CDL-55-13-00021005.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 55-13 Dorsal Fin Fairing Seal*.

55-14	VTP Lower Trailing Edge Panel Seal

Ident.: CDL-55-14-00021247.0001001 / 20 JUL 15
Applicable to: ALL

55-14 VTP LOWER TRAILING EDGE PANEL SEAL	Quantity installed 4

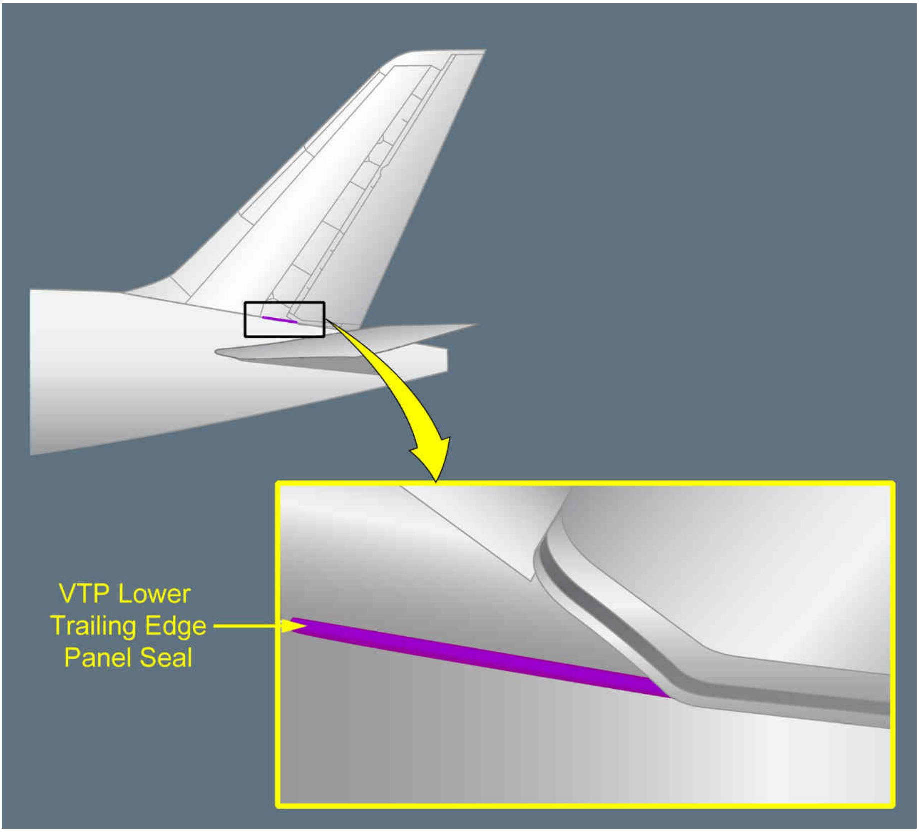
All may be missing provided that any loose or flapping seal material is cut off.

Note: May be combined with any other item listed in CDL-55 chapter.

Refer to CDL-55-14 Illustration VTP Lower Trailing Edge Panel Seal

ILLUSTRATION VTP LOWER TRAILING EDGE PANEL SEAL

Ident.: CDL-55-14-00021248.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions: *Refer to 55-14 VTP Lower Trailing Edge Panel Seal*.

55-15	HTP Karman Fairing Seal

Ident.: CDL-55-15-00022634.0001001 / 09 JUL 19
Applicable to: ALL

55-15 HTP KARMAN FAIRING SEAL	Quantity installed 6

(m) *Refer to Maintenance Procedure A350-A-55-15-61-00ZZZ-560Z-A*
Either the upper seal or the lower forward seal may be missing per each HTP side, provided that :

- The missing seal length is limited to 50 % and located on the front part of the seal
- Any loose or flapping seal material is cut off.

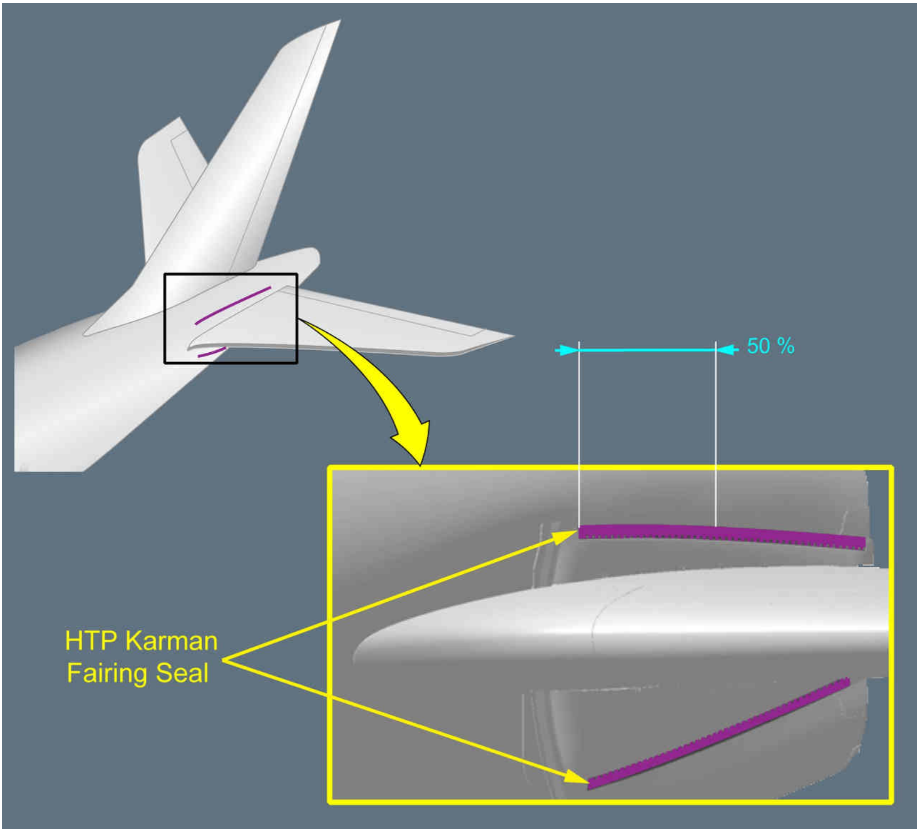
Before each flight, do a visual inspection to make sure that :
- There is no fluid accumulation in the tail
- There is no damage on the external surfaces that interface with the missing seal.

Note: 1. *The Lower aft seal cannot be missing.*
2. *May be combined with any other item listed in CDL-55 chapter, except 55-16 (Refer to 55-16 HTP Onglet Fairing Seal).*

Refer to CDL-55-15 Illustration HTP Karman Fairing Seal

ILLUSTRATION HTP KARMAN FAIRING SEAL

Ident.: CDL-55-15-00022635.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions: *Refer to 55-15 HTP Karman Fairing Seal*.

55-16	HTP Onglet Fairing Seal

Ident.: CDL-55-16-00022636.0003001 / 09 JUL 19
Applicable to: ALL

55-16 HTP ONGLET FAIRING SEAL	Quantity installed 10

(m) *Refer to Maintenance Procedure A350-A-55-12-71-00ZZZ-560Z-A*
For each HTP side, one or both upper seals or one or both lower seals may be missing provided that the whole block of adjacent seals is removed. Before each flight, a visual inspection must be performed to make sure that there is no fluid accumulation in the tail.

Note: ***Notify Dispatch.***

Note: *1. The front HTP onglet fairing seal cannot be missing.*
2. May be combined with any other item listed in CDL-55 chapter, except 55-15 (Refer to 55-15 HTP Karman Fairing Seal).

- **Performance:**

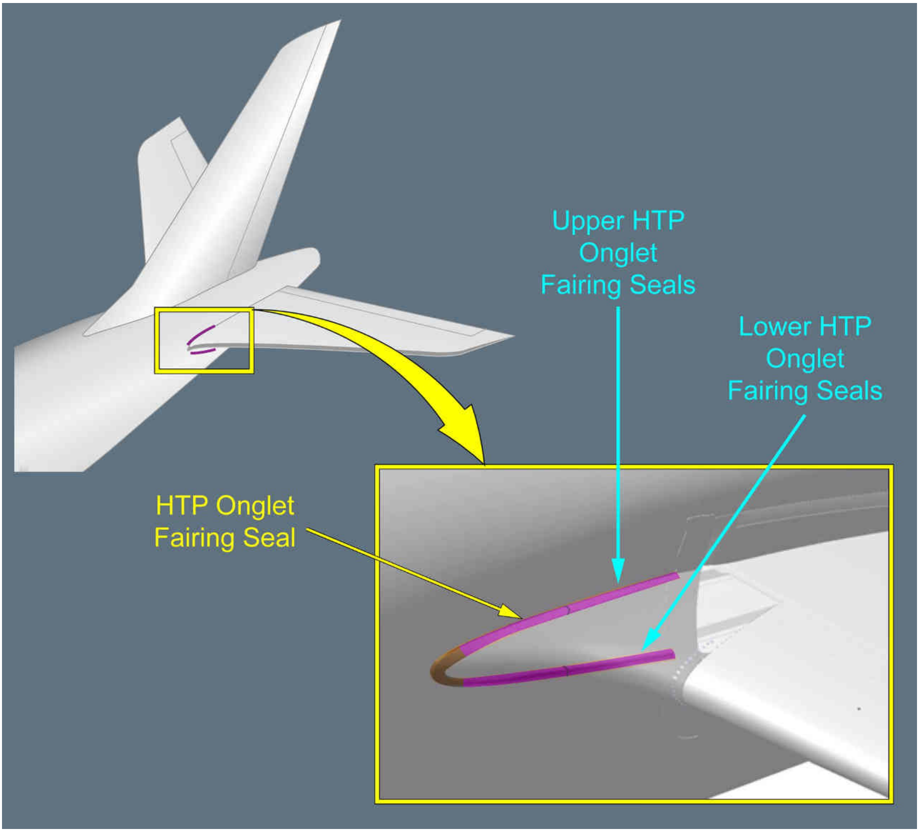
The following performance penalties are applicable for one affected HTP side:
- Takeoff and approach climb performance limiting weights are reduced by 70 kg (155 lb).

The following performance penalties are applicable for both affected HTP sides:
- Takeoff and approach climb performance limiting weights are reduced by 140 kg (310 lb)
- En-route performance limiting weight is reduced by 232 kg (512 lb)
- Fuel consumption is increased by 0.14 %.

Refer to CDL-55-16 Illustration HTP Onglet Fairing Seal

ILLUSTRATION HTP ONGLET FAIRING SEAL

Ident.: CDL-55-16-00022637.0002001 / 07 JAN 19
Applicable to: ALL



For dispatch conditions: *Refer to 55-16 HTP Onglet Fairing Seal*.

55-17	VTP Root Joint Cover

Ident.: CDL-55-17-00024265.0001001 / 19 JUN 18
Applicable to: ALL

55-17 VTP ROOT JOINT COVER	Quantity installed 10

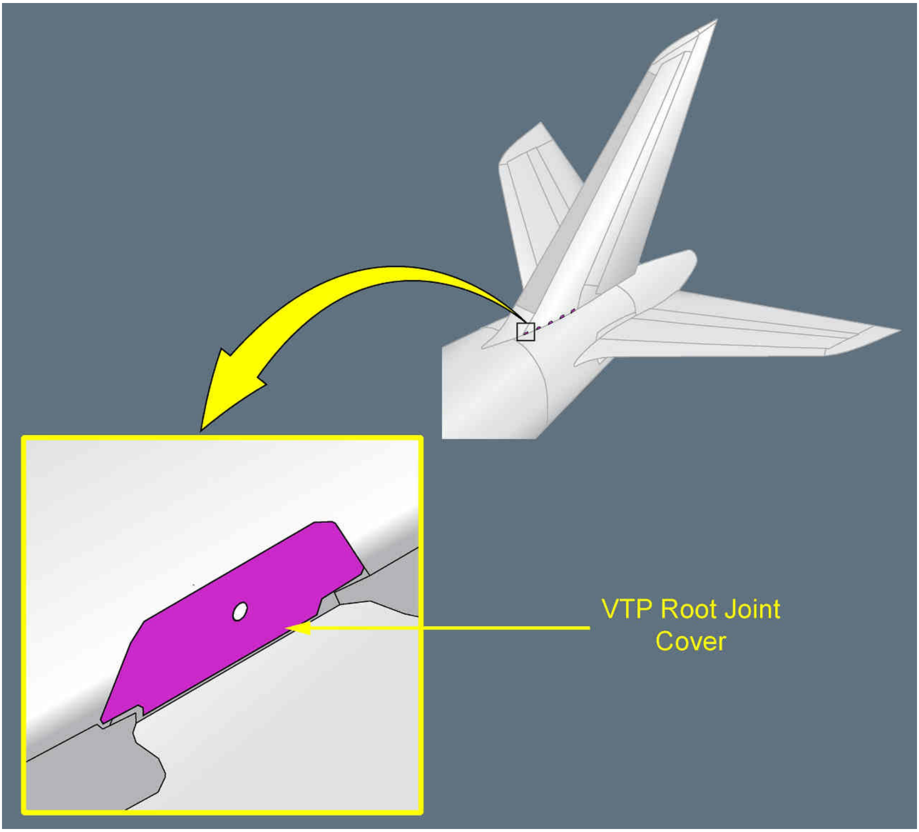
All may be missing.

Note: *May be combined with any other item listed in CDL-55 chapter.*

Refer to CDL-55-17 Illustration VTP Root Joint Cover

ILLUSTRATION VTP ROOT JOINT COVER

Ident.: CDL-55-17-00024266.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 55-17 VTP Root Joint Cover*.

55-18	VTP Rudder Cap Filler

Ident.: CDL-55-18-00024267.0001001 / 19 JUN 18
Applicable to: ALL

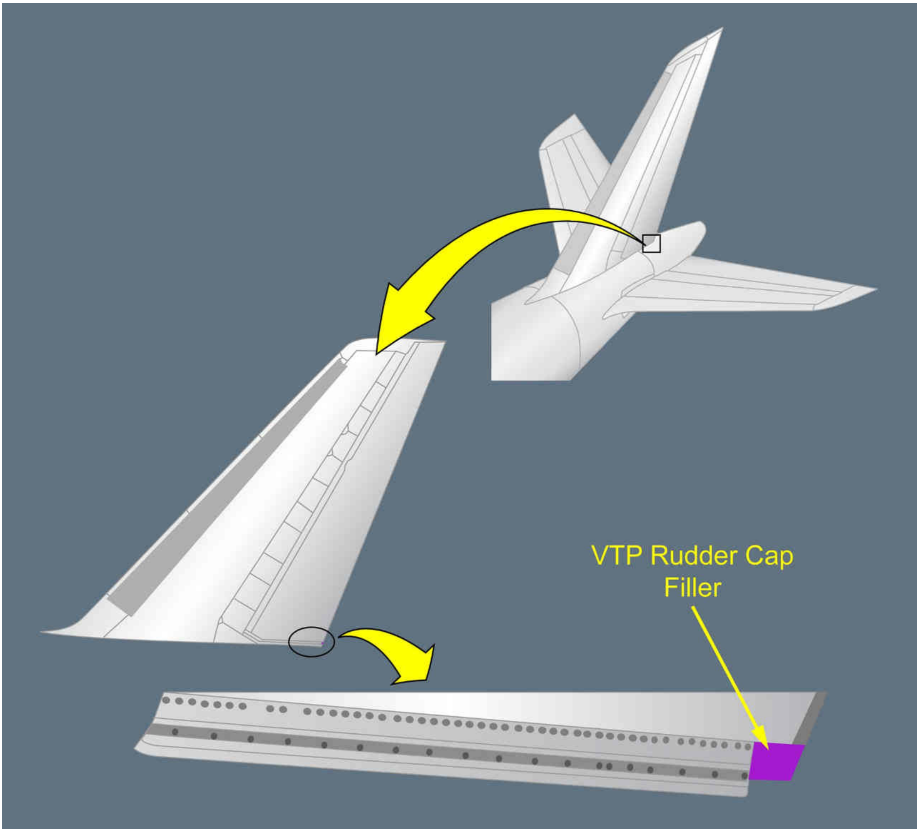
55-18 VTP RUDDER CAP FILLER	Quantity installed 1

(m) *Refer to Maintenance Procedure A350-A-55-41-XX-00ZZZ-560Z-A*
May be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-55 chapter.*

Refer to CDL-55-18 Illustration VTP Rudder Cap Filler

ILLUSTRATION VTP RUDDER CAP FILLER

Ident.: CDL-55-18-00024268.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 55-18 VTP Rudder Cap Filler*.

55-19	Rear Maintenance Door Seal

Ident.: CDL-55-19-00025289.0001001 / 03 JUL 20
Applicable to: ALL

55-19 REAR MAINTENANCE DOOR SEAL	Quantity installed 7

All may be missing provided that:

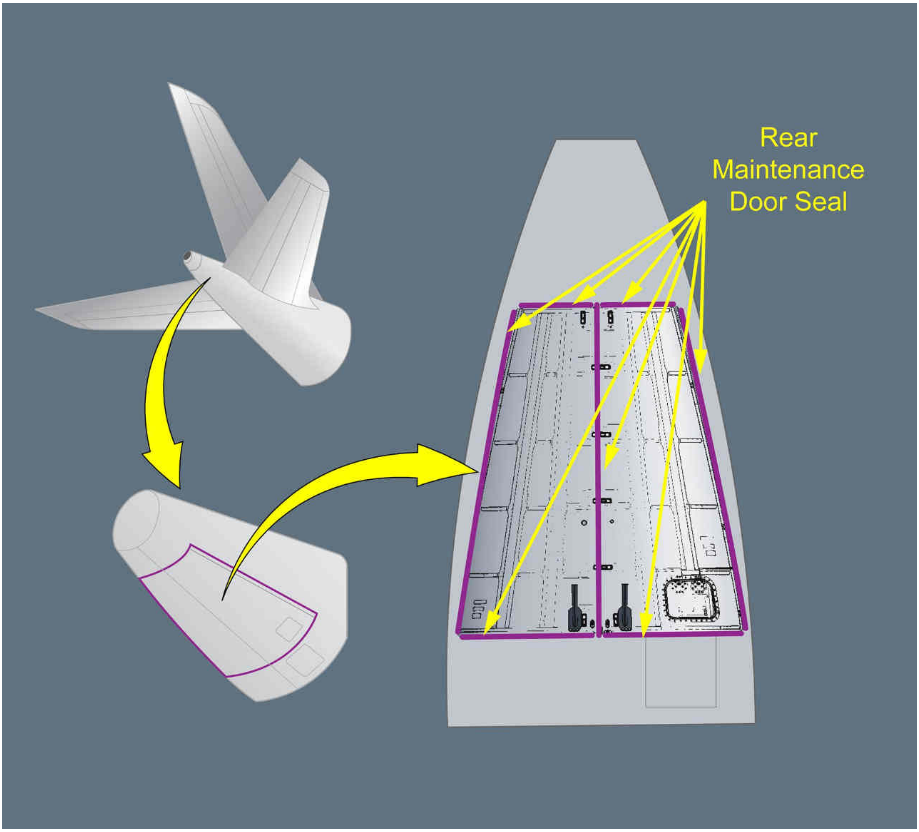
- The APU is considered inoperative (*Refer to Item 49-10-01 APU Power Plant*)
- Any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-55 chapter.*

Refer to CDL-55-19 Illustration Rear Maintenance Door Seal

ILLUSTRATION REAR MAINTENANCE DOOR SEAL

Ident.: CDL-55-19-00025290.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 55-19 Rear Maintenance Door Seal*.

55-20	Rear Overpressure Door Seal

Ident.: CDL-55-20-00025291.0001001 / 03 JUL 20
Applicable to: ALL

55-20 REAR OVERPRESSURE DOOR SEAL	Quantity installed 1

May be missing provided that:

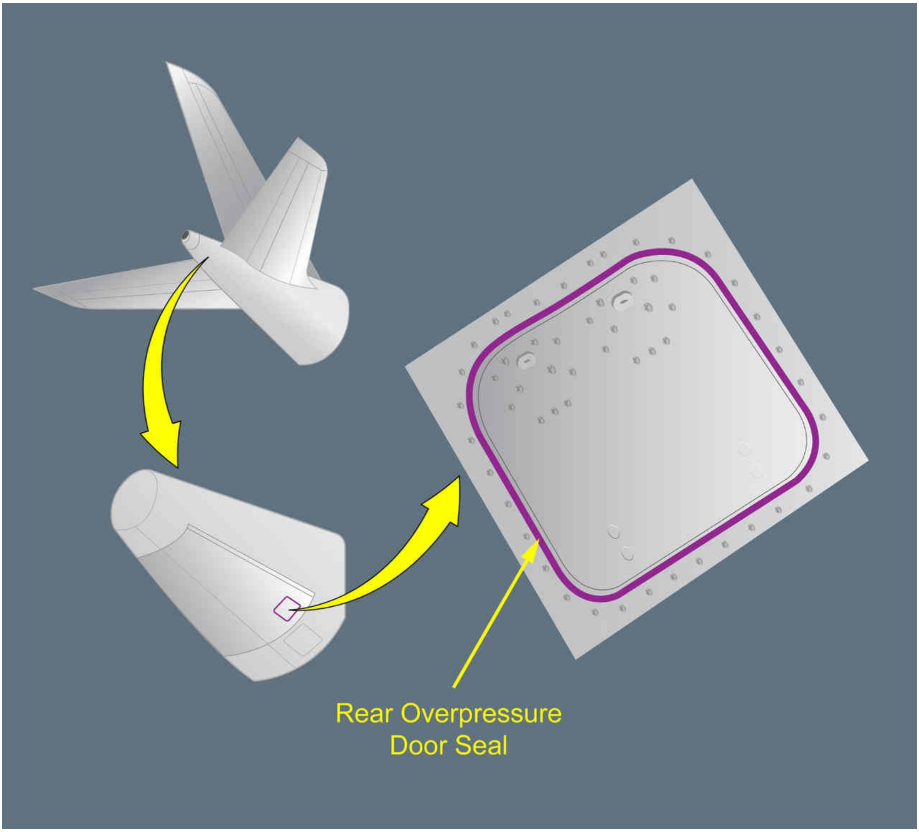
- The APU is considered inoperative (*Refer to Item 49-10-01 APU Power Plant*)
- Any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-55 chapter.*

Refer to CDL-55-20 Illustration Rear Overpressure Door Seal

ILLUSTRATION REAR OVERPRESSURE DOOR SEAL

Ident.: CDL-55-20-00025292.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 55-20 Rear Overpressure Door Seal*.

55-21	Rear Overpressure Door Latch

Ident.: CDL-55-21-00025293.0001001 / 03 JUL 20
Applicable to: ALL

55-21 REAR OVERPRESSURE DOOR LATCH	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-52-45-73-00ZZZ-560Z-A*
One may be missing provided that:

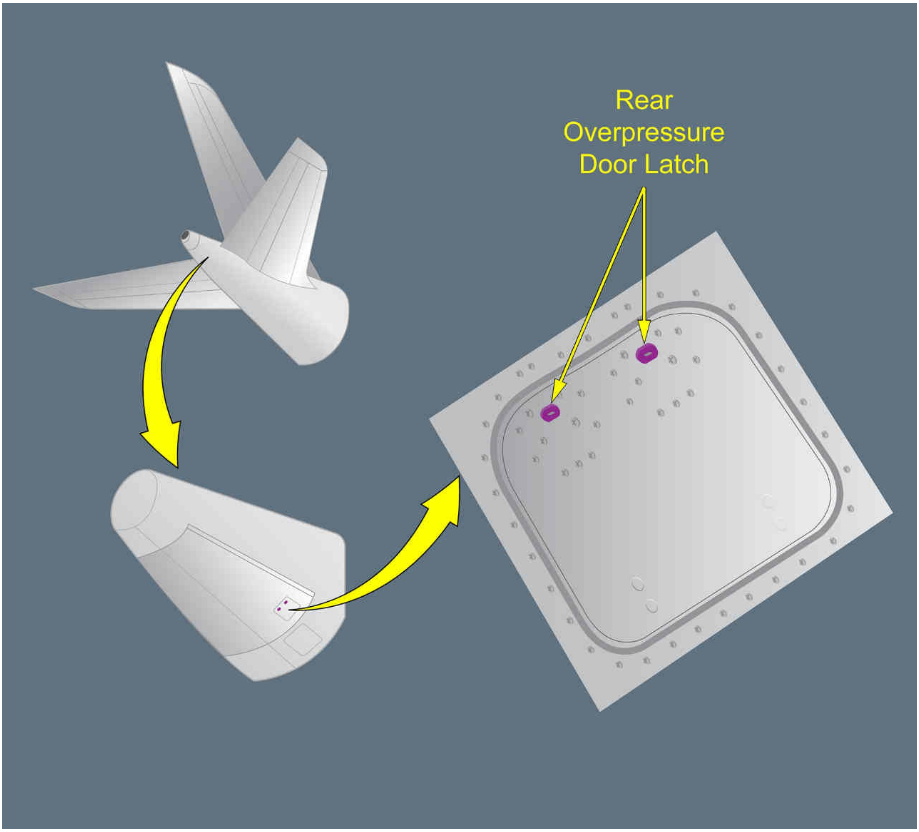
- The remaining latch is operative and not damaged
- The rear overpressure door is operative
- The APU is considered inoperative (*Refer to Item 49-10-01 APU Power Plant*).

Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-55 chapter.*

Refer to CDL-55-21 Illustration Rear Overpressure Door Latch

ILLUSTRATION REAR OVERPRESSURE DOOR LATCH

Ident.: CDL-55-21-00025294.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions:*Refer to 55-21 Rear Overpressure Door Latch*

57-01	Winglet Tip Cap

Ident.: CDL-57-01-00020025.0001001 / 30 SEP 14
Applicable to: ALL

57-01 WINGLET TIP CAP	Quantity installed 2

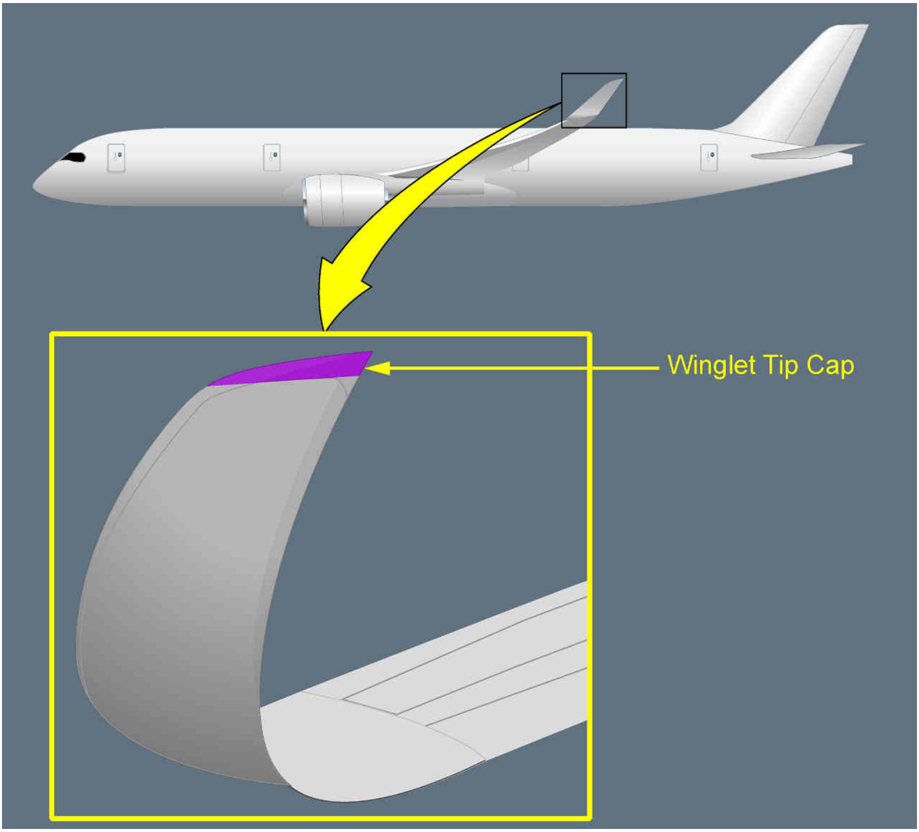
All may be missing.

Note: May be combined with any other item listed in CDL-57 chapter.

Refer to CDL-57-01 Illustration Winglet Tip Cap

ILLUSTRATION WINGLET TIP CAP

Ident.: CDL-57-01-00020026.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 57-01 Winglet Tip Cap*.

57-02	Aileron Hoisting Point Cover

Ident.: CDL-57-02-00020029.0001001 / 30 SEP 14
Applicable to: ALL

57-02 AILERON HOISTING POINT COVER	Quantity installed 12

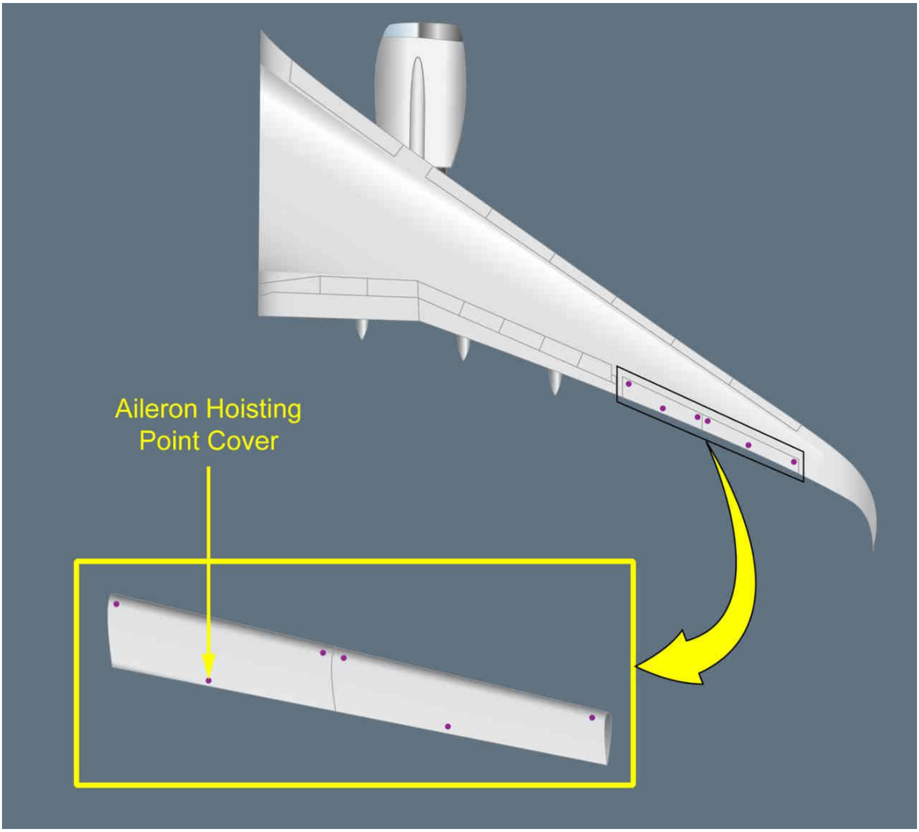
All may be missing.

Note: May be combined with any other item listed in CDL-57 chapter.

Refer to CDL-57-02 Illustration Aileron Hoisting Point Cover

ILLUSTRATION AILERON HOISTING POINT COVER

Ident.: CDL-57-02-00020030.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-02 Aileron Hoisting Point Cover*.

57-03	Winglet to Wingtip Seal

Ident.: CDL-57-03-00020032.0001001 / 06 FEB 17
Applicable to: ALL

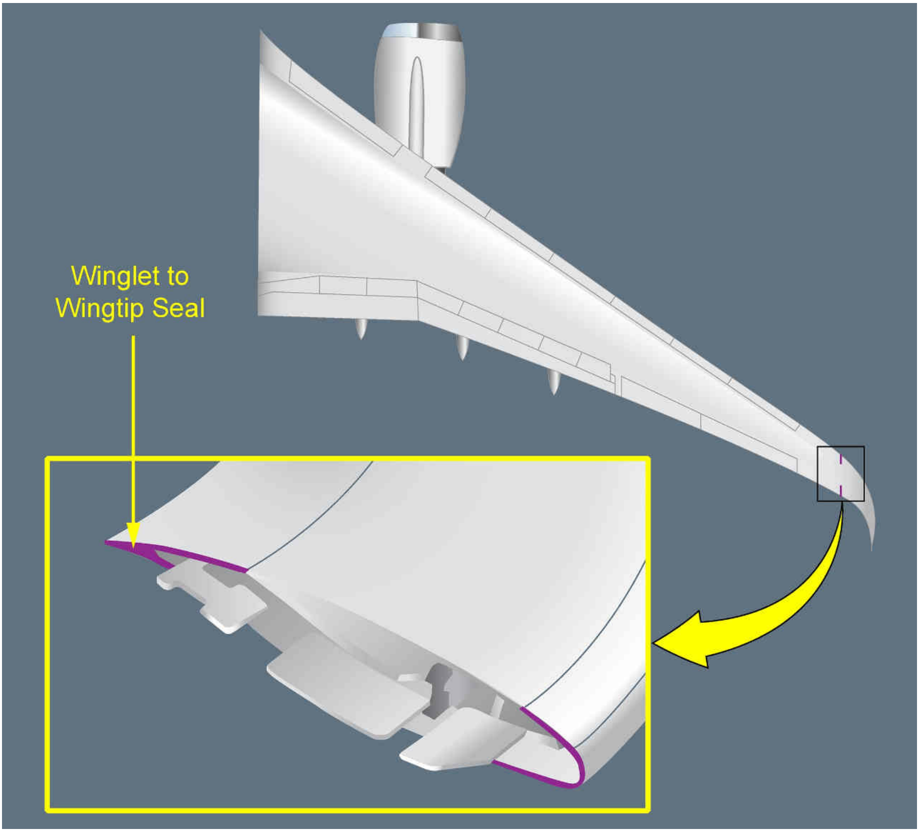
57-03 WINGLET TO WINGTIP SEAL	Quantity installed 4

(m) *Refer to Maintenance Procedure A350-A-57-3X-XX-02ZZZ-560Z-A*
All may be missing provided that any loose or flapping seal material is cut off and the hole is covered.
Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-03 Illustration Winglet to Wingtip Seal

ILLUSTRATION WINGLET TO WINGTIP SEAL

Ident.: CDL-57-03-00020033.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 57-03 Winglet to Wingtip Seal*.

57-04	FLE Lower Panel Inspection Cover

Ident.: CDL-57-04-00020034.0001001 / 30 SEP 14
Applicable to: ALL

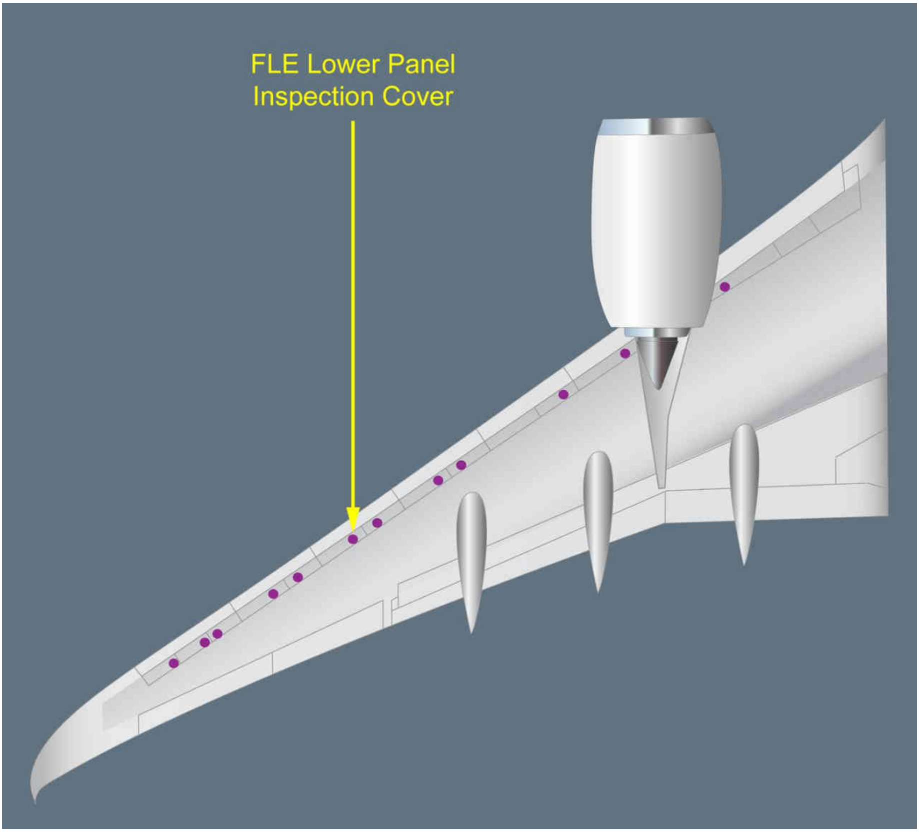
57-04 FLE LOWER PANEL INSPECTION COVER	Quantity installed 24

(m) *Refer to Maintenance Procedure A350-A-57-4X-XX-00ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-04 Illustration FLE Lower Panel Inspection Cover

ILLUSTRATION FLE LOWER PANEL INSPECTION COVER

Ident.: CDL-57-04-00020035.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-04 FLE Lower Panel Inspection Cover*.

57-05	**Seal of Trailing Edge Panel to Spoiler**

Ident.: CDL-57-05-00020036.0001001 / 28 APR 23
Applicable to: ALL

57-05 **SEAL OF TRAILING EDGE PANEL TO SPOILER**	**Quantity installed** **30**

Up to 80 cm (32 in) of seal may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *1. May be combined with any other item listed in CDL-57 chapter, except:*
- *57-19 (Refer to 57-19 Slat Translating Cable Seal)*
- *57-28 (Refer to 57-28 Slat Track Aperture Seal).*

2. If combined with CDL item 57-09 (Refer to 57-09 Seal of Trailing Edge Panel to Droop Panel), up to 80 cm (32 in) of combined seal length may be missing.

3. Must not be combined with the following CDL items:
- *27-21 (Refer to 27-21 Seal of FTE Lower Panel to Inner Flap)*
- *27-22 (Refer to 27-22 Seal of FTE Lower Panel to Outer Flap)*
- *71-09 (Refer to 71-09 Nacelle Strake).*

- **Performance:**

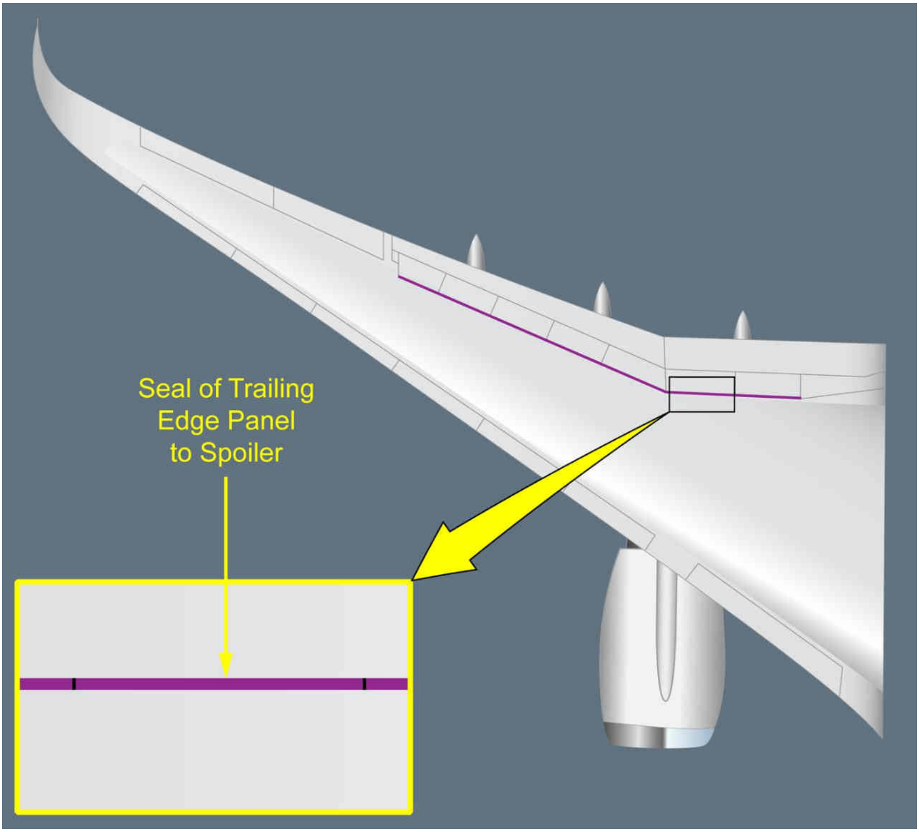
  The following performance penalties are applicable regardless of the length of missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 298 kg (657 lb)
  - En-route performance limiting weight is reduced by 495 kg (1 092 lb)
  - Fuel consumption is increased by 0.3 %.

  The following corrections are applicable regardless of the length of missing seal:
  - Approach speed: Increase by 1 kt
  - Landing distance: Increase by 1 %.

Refer to CDL-57-05 Illustration Seal of Trailing Edge Panel to Spoiler

ILLUSTRATION SEAL OF TRAILING EDGE PANEL TO SPOILER

Ident.: CDL-57-05-00020037.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-05 Seal of Trailing Edge Panel to Spoiler*.

57-06	Spoiler End Seal

Ident.: CDL-57-06-00020038.0001001 / 06 FEB 17
Applicable to: ALL

57-06 SPOILER END SEAL	Quantity installed 28

Up to 400 cm (157 in) of seal may be missing, limited to 200 cm (78 in) per wing, provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *1. May be combined with any other item listed in CDL-57 chapter.*
2. If combined with CDL item 57-10 (Refer to 57-10 Droop Panel End Seal), up to 400 cm (157 in) of seal may be missing, limited to 200 cm (78 in) per wing.
3. Must not be combined with the following CDL items:
- *27-21 (Refer to 27-21 Seal of FTE Lower Panel to Inner Flap)*
- *27-22 (Refer to 27-22 Seal of FTE Lower Panel to Outer Flap).*

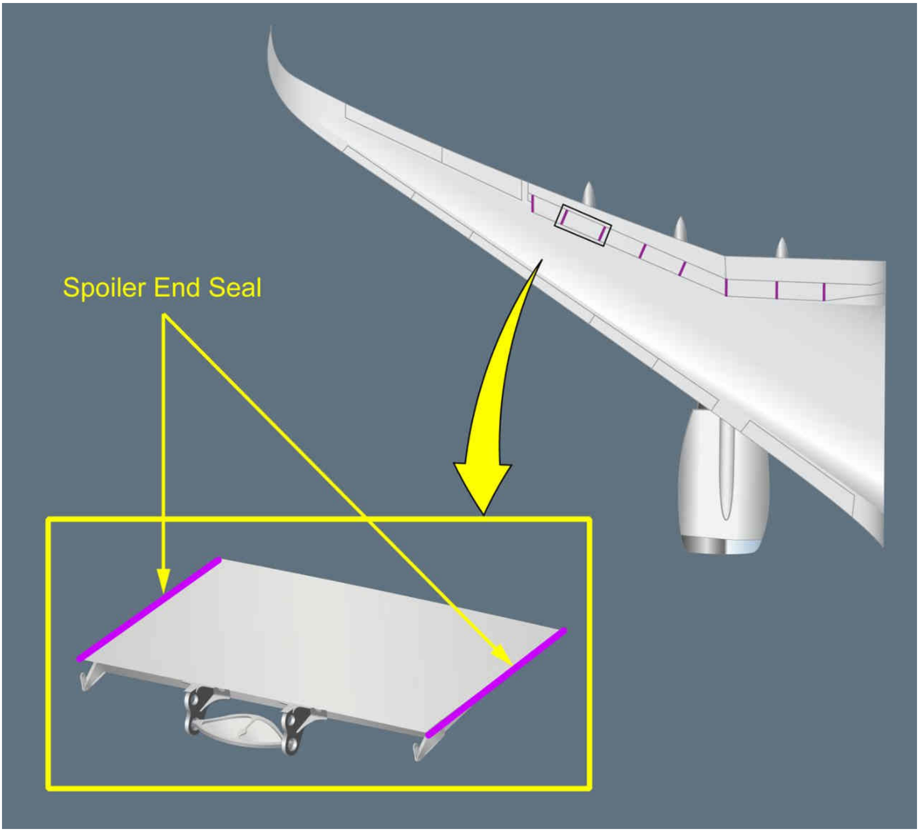
- **Performance:**

The following performance penalties are applicable:
- If 84 cm (32 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 60 kg (133 lb) per meter (39 in) of missing seal
- If 162 cm (63 in) or more of seal are missing, en-route performance limiting weight is reduced by 99 kg (219 lb) per meter (39 in) of missing seal
- If 334 cm (131 in) or more of seal are missing, fuel consumption is increased by 0.06 % per meter (39 in) of missing seal.

Refer to CDL-57-06 Illustration Spoiler End Seal

ILLUSTRATION SPOILER END SEAL

Ident.: CDL-57-06-00020039.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-06 Spoiler End Seal*.

57-07	Under-Wing Jacking Point Cover

Ident.: CDL-57-07-00020088.0001001 / 30 SEP 14
Applicable to: ALL

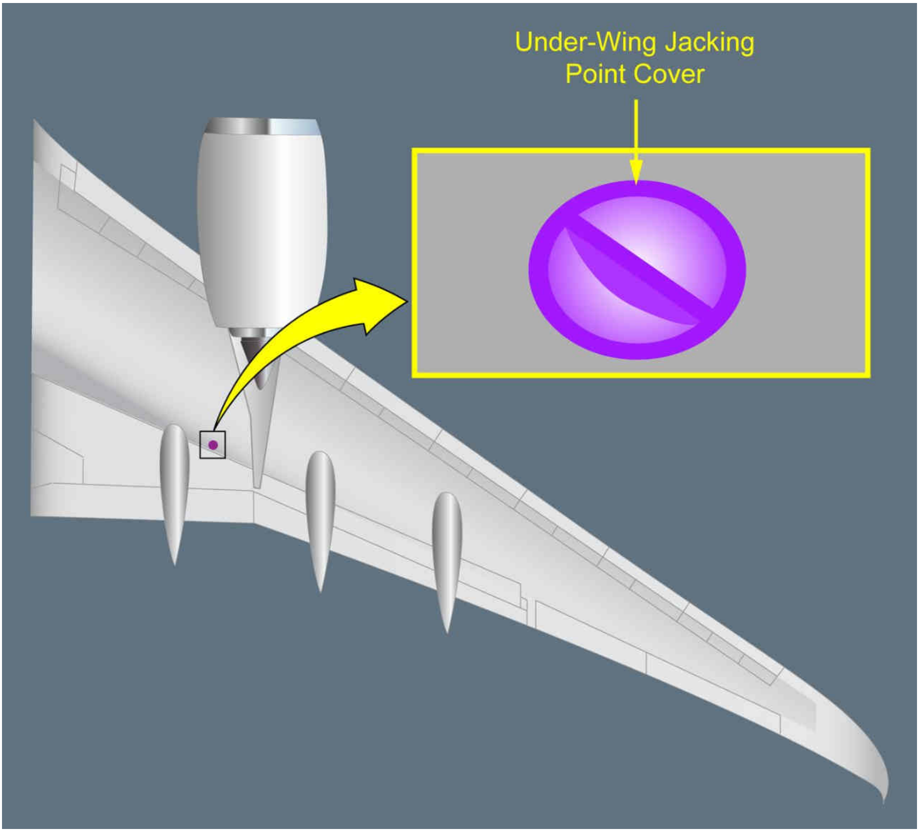
57-07 UNDER-WING JACKING POINT COVER	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-57-2X-XX-00ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-07 Illustration Under-Wing Jacking Point Cover

ILLUSTRATION UNDER-WING JACKING POINT COVER

Ident.: CDL-57-07-00020089.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-07 Under-Wing Jacking Point Cover*.

57-08	FTE Access Plug Cover

Ident.: CDL-57-08-00020094.0001001 / 30 SEP 14
Applicable to: ALL

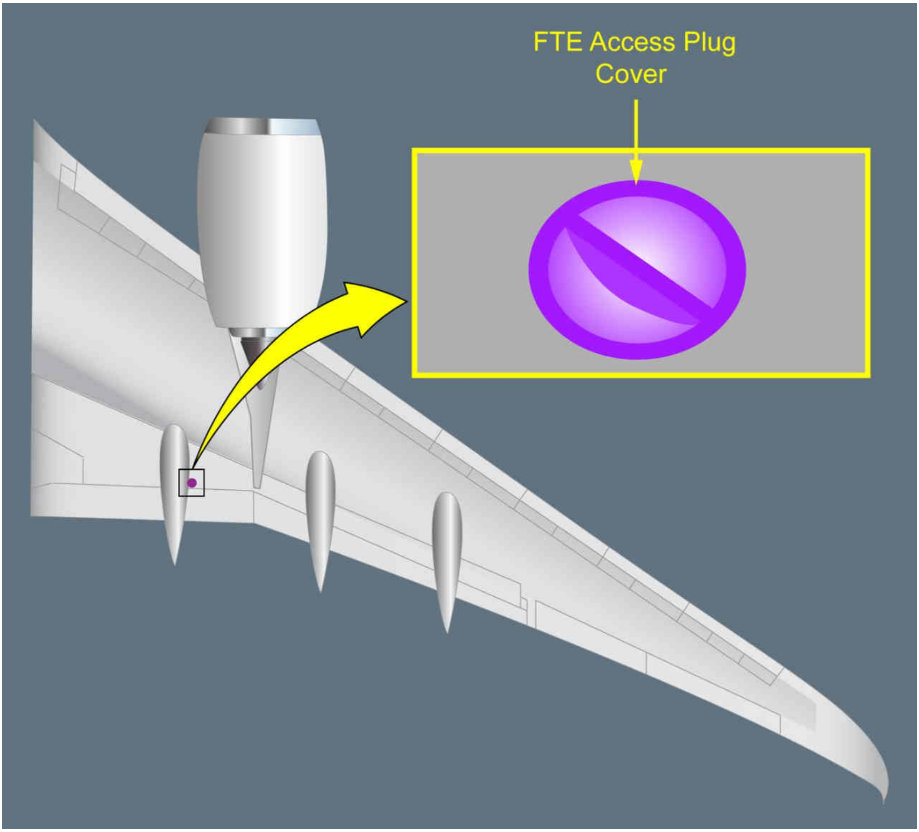
57-08 FTE ACCESS PLUG COVER	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-57-5X-XX-00ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-08 Illustration FTE Access Plug Cover

ILLUSTRATION FTE ACCESS PLUG COVER

Ident.: CDL-57-08-00020095.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-08 FTE Access Plug Cover*.

57-09	Seal of Trailing Edge Panel to Droop Panel

Ident.: CDL-57-09-00020124.0001001 / 28 APR 23
Applicable to: ALL

57-09 SEAL OF TRAILING EDGE PANEL TO DROOP PANEL	Quantity installed 2

Up to 80 cm (32 in) of seal may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *1. May be combined with any other item listed in CDL-57 chapter, except:*
- *57-19 (Refer to 57-19 Slat Translating Cable Seal)*
- *57-28 (Refer to 57-28 Slat Track Aperture Seal).*

2. If combined with CDL item 57-05 (Refer to 57-05 Seal of Trailing Edge Panel to Spoiler), up to 80 cm (32 in) of combined seal length may be missing.

3. Must not be combined with the following CDL items:
- *27-21 (Refer to 27-21 Seal of FTE Lower Panel to Inner Flap)*
- *27-22 (Refer to 27-22 Seal of FTE Lower Panel to Outer Flap)*
- *71-09 (Refer to 71-09 Nacelle Strake).*

- **Performance:**

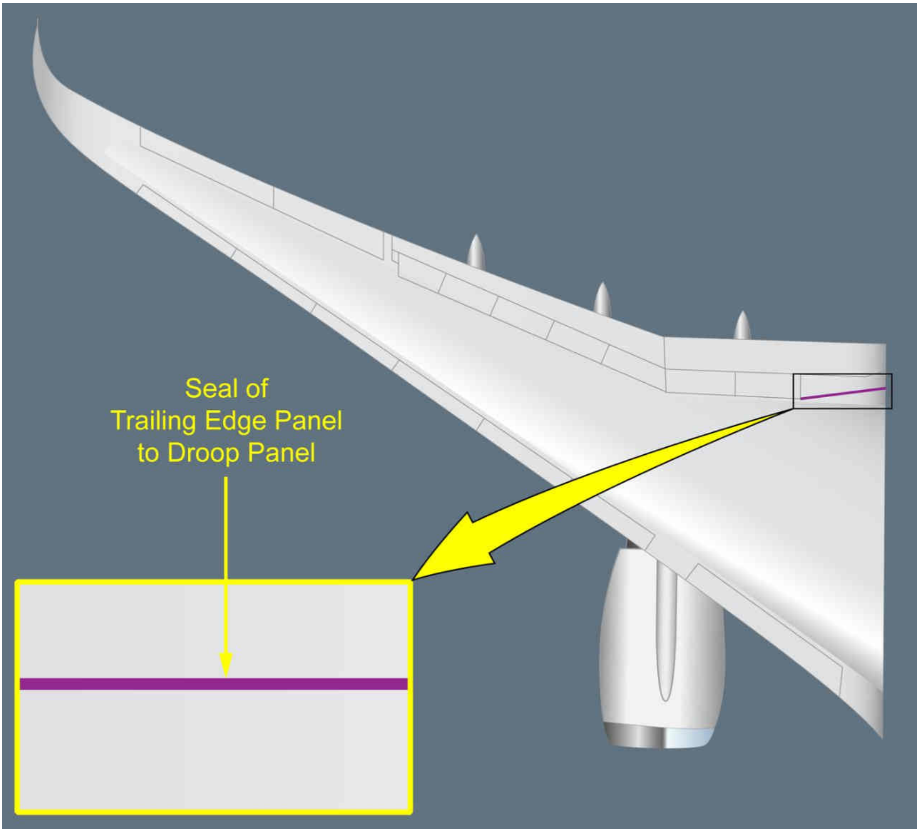
  The following performance penalties are applicable regardless of the length of missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 298 kg (657 lb)
  - En-route performance limiting weight is reduced by 495 kg (1 092 lb)
  - Fuel consumption is increased by 0.3 %.

  The following corrections are applicable regardless of the length of missing seal:
  - Approach speed: Increase by 1 kt
  - Landing distance: Increase by 1 %.

Refer to CDL-57-09 Illustration Seal of Trailing Edge Panel to Droop Panel

ILLUSTRATION SEAL OF TRAILING EDGE PANEL TO DROOP PANEL

Ident.: CDL-57-09-00020125.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-09 Seal of Trailing Edge Panel to Droop Panel*.

57-10	Droop Panel End Seal

Ident.: CDL-57-10-00020126.0001001 / 03 JUL 20
Applicable to: ALL

57-10 DROOP PANEL END SEAL	Quantity installed 2

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *1. May be combined with any other item listed in CDL-57 chapter.*
2. If combined with CDL item 57-06 (Refer to 57-06 Spoiler End Seal), up to 400 cm (157 in) of combined seal length can be missing, limited to 200 cm (78 in) per wing.
3. Must not be combined with the following CDL items:
- *27-21 (Refer to 27-21 Seal of FTE Lower Panel to Inner Flap)*
- *27-22 (Refer to 27-22 Seal of FTE Lower Panel to Outer Flap).*

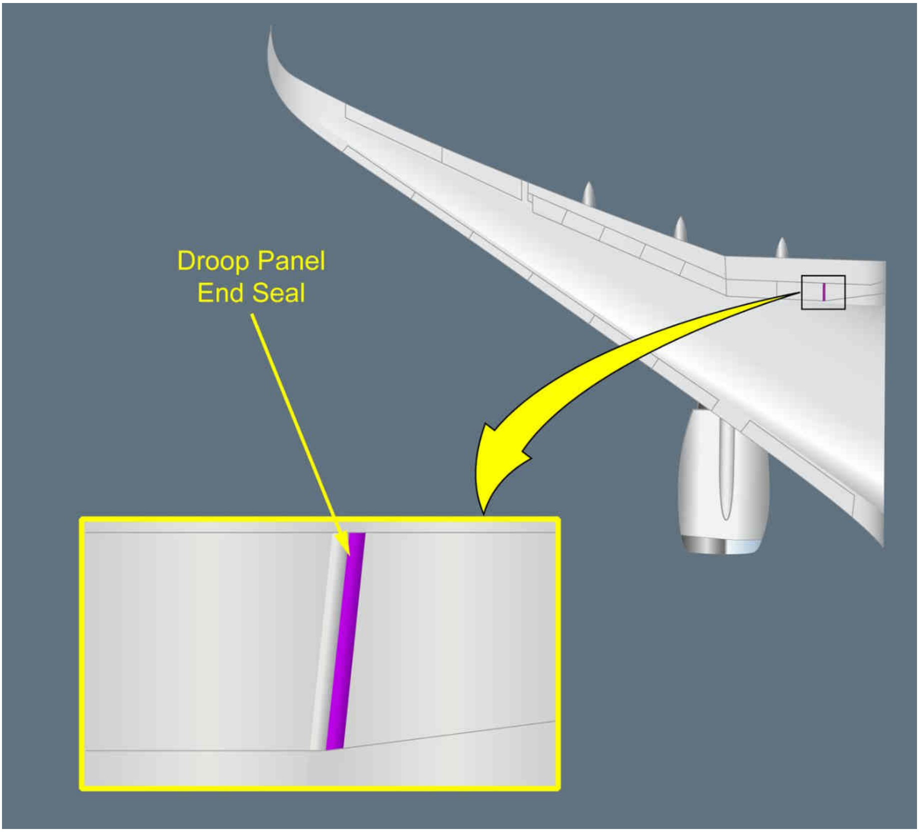
- **Performance:**

  If combined with CDL item 57-06, apply CDL item 57-06 performance penalties with the combined length (*Refer to 57-06 Spoiler End Seal*). Otherwise, no performance penalty is applicable.

Refer to CDL-57-10 Illustration Droop Panel End Seal

ILLUSTRATION DROOP PANEL END SEAL

Ident.: CDL-57-10-00020127.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-10 Droop Panel End Seal*.

57-11	**EHA Air Duct**

Ident.: CDL-57-11-00020134.0001001 / 06 FEB 17
Applicable to: ALL

57-11 **EHA AIR DUCT**	**Quantity installed** **4**

All may be missing.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

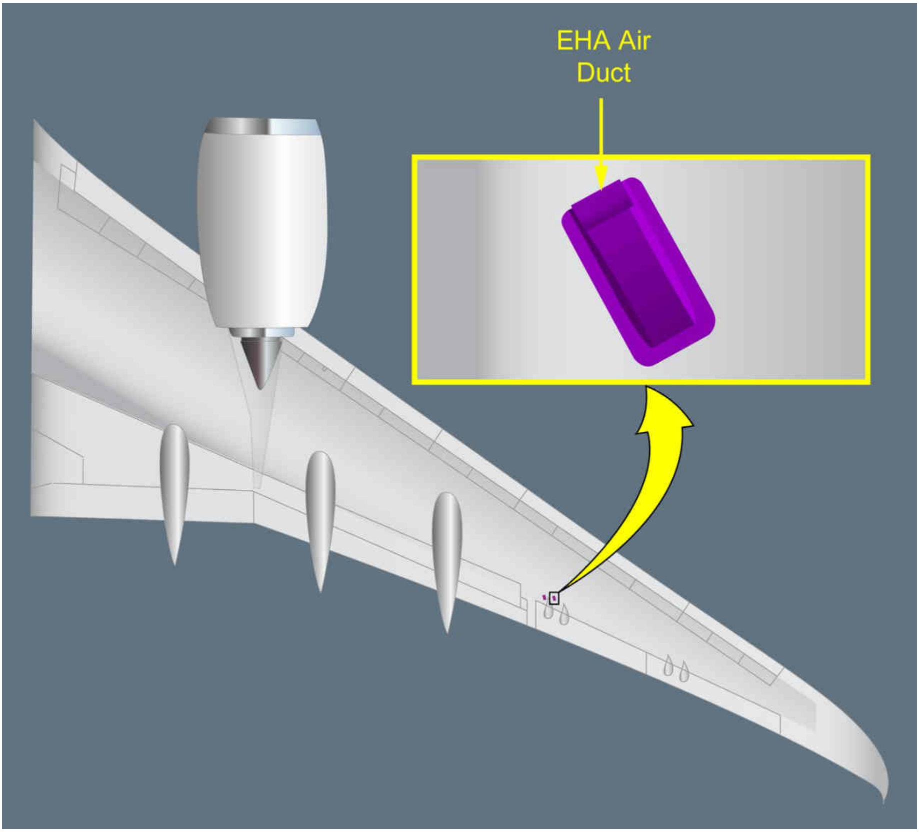
- **Performance:**

  The following performance penalties are applicable:
  - If 2 air ducts or more are missing, takeoff and approach climb performance limiting weights are reduced by 25 kg (56 lb) per missing air duct
  - If the 4 air ducts are missing, en-route performance limiting weight is reduced by 168 kg (371 lb).

Refer to CDL-57-11 Illustration EHA Air Duct

ILLUSTRATION EHA AIR DUCT

Ident.: CDL-57-11-00020136.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-11 EHA Air Duct*.

57-12	**Aileron Hinge Fairing**

Ident.: CDL-57-12-00020155.0001001 / 06 FEB 17
Applicable to: ALL

57-12 **AILERON HINGE FAIRING**	**Quantity installed** **8**

All may be missing.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

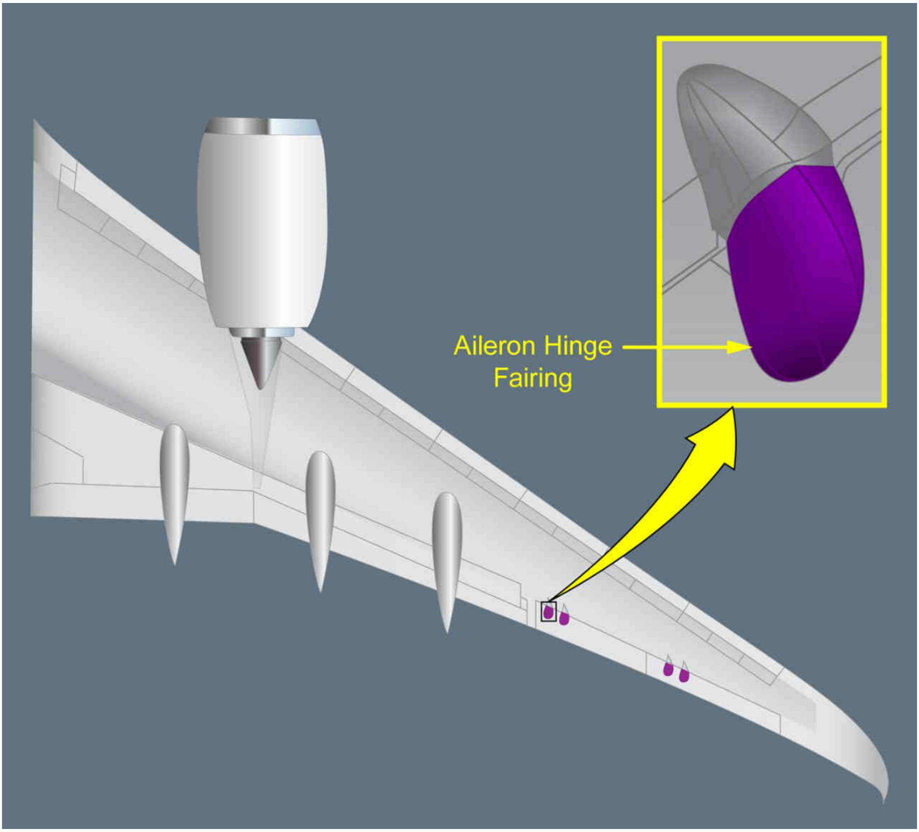
- **Performance:**

  The following performance penalties are applicable per missing fairing:
  - Takeoff and approach climb performance limiting weights are reduced by 80 kg (177 lb)
  - If 2 fairings or more are missing, en-route performance limiting weight is reduced by 132 kg (292 lb) per missing fairing
  - If 3 fairings or more are missing, fuel consumption is increased by 0.08 % per missing fairing.

Refer to CDL-57-12 Illustration Aileron Hinge Fairing

ILLUSTRATION AILERON HINGE FAIRING

Ident.: CDL-57-12-00020156.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-12 Aileron Hinge Fairing*.

57-13	Aileron Hinge Fairing Seal

Ident.: CDL-57-13-00020157.0001001 / 06 FEB 17
Applicable to: ALL

57-13 AILERON HINGE FAIRING SEAL	Quantity installed 8

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

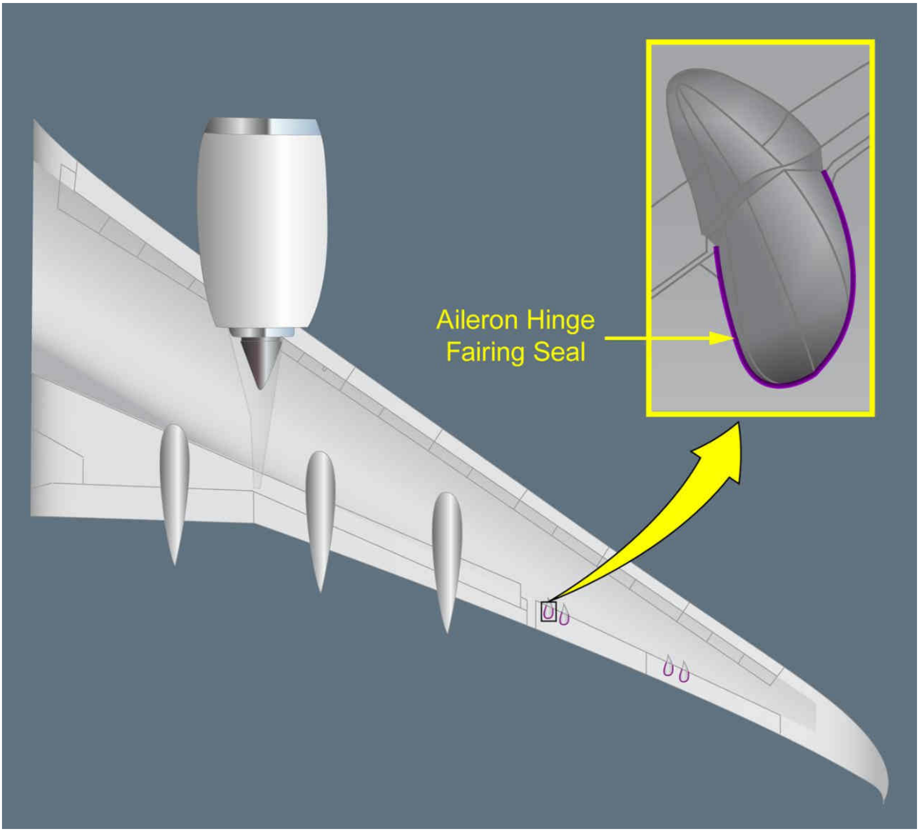
- **Performance:**

  The following performance penalties are applicable:
  - If 4 seals or more are missing, takeoff and approach climb performance limiting weights are reduced by 16 kg (36 lb) per missing seal
  - If 6 seals or more are missing, en-route performance limiting weight is reduced by 27 kg (60 lb) per missing seal.

Refer to CDL-57-13 Illustration Aileron Hinge Fairing Seal

ILLUSTRATION AILERON HINGE FAIRING SEAL

Ident.: CDL-57-13-00020158.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-13 Aileron Hinge Fairing Seal*.

57-14	Wingtip Leading Edge Fairing Seal

Ident.: CDL-57-14-00020159.0001001 / 06 FEB 17
Applicable to: ALL

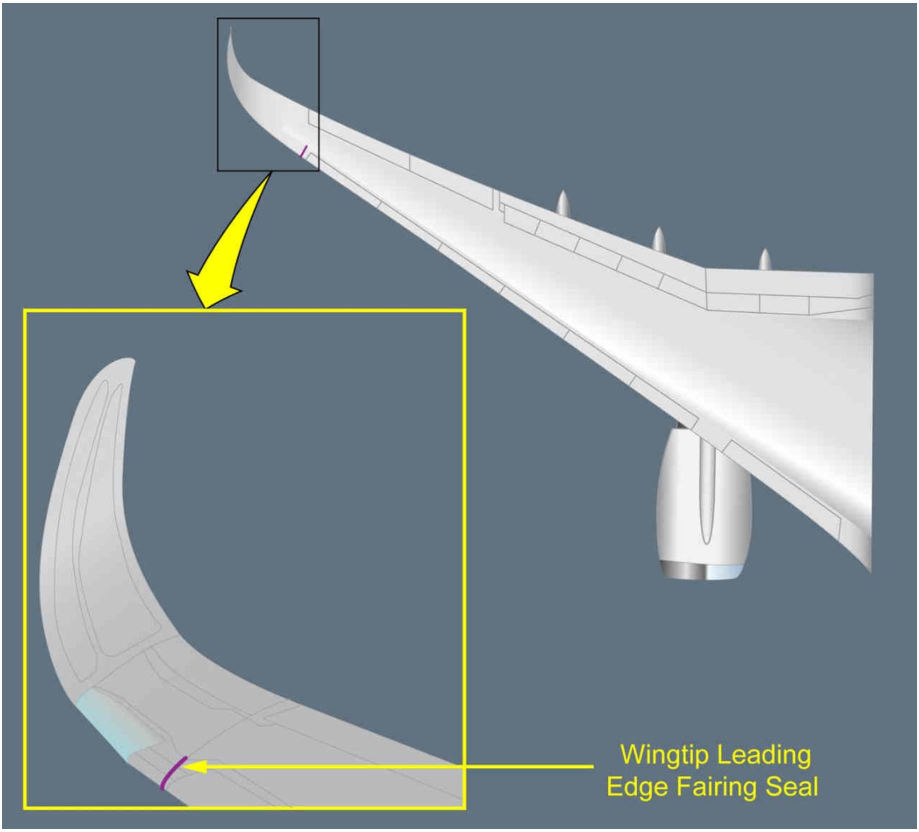
57-14 WINGTIP LEADING EDGE FAIRING SEAL	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-57-3X-XX-01ZZZ-560Z-A*
All may be missing provided that any loose or flapping seal material is cut off and the hole is covered.
Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-14 Illustration Wingtip Leading Edge Fairing Seal

ILLUSTRATION WINGTIP LEADING EDGE FAIRING SEAL

Ident.: CDL-57-14-00020160.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-14 Wingtip Leading Edge Fairing Seal*.

57-15	Inner Wing Leading Edge to DND Fixed Seal

Ident.: CDL-57-15-00023839.0001001 / 06 FEB 17
Applicable to: ALL

57-15 INNER WING LEADING EDGE TO DND FIXED SEAL	Quantity installed 4

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

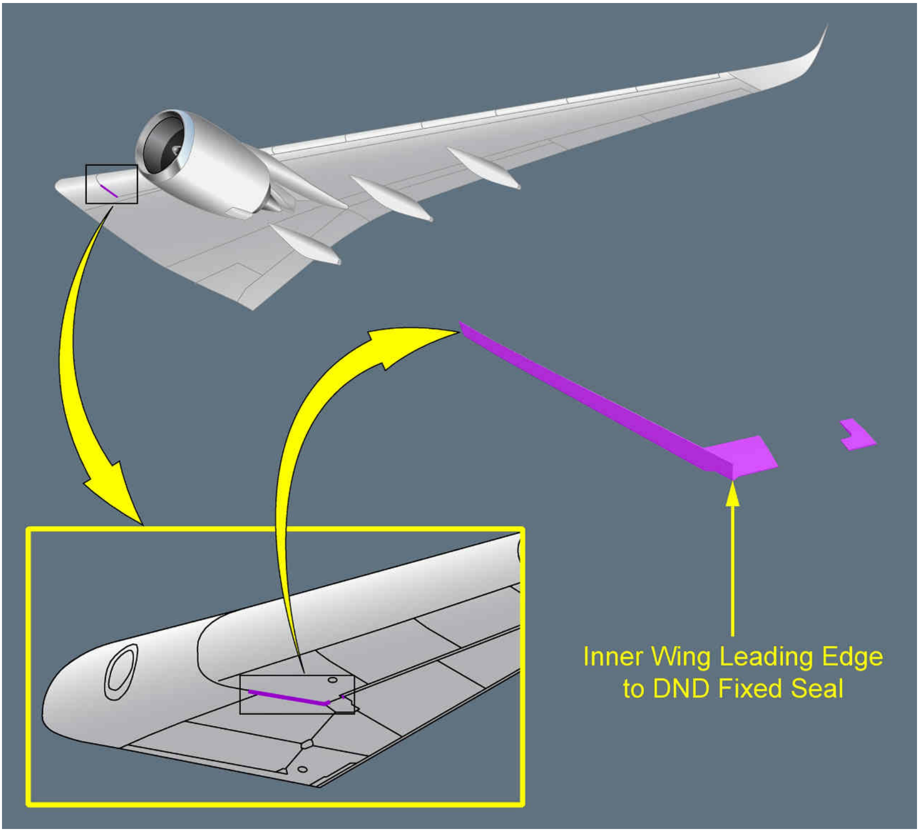
- **Performance:**

  The following performance penalties are applicable:
  - If 15 cm (5 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 348 kg (768 lb) per meter (39 in) of missing seal
  - If 28 cm (10 in) or more of seal are missing, en-route performance limiting weight is reduced by 578 kg (1 275 lb) per meter (39 in) of missing seal
  - If 58 cm (22 in) or more of seal are missing, fuel consumption is increased by 0.35 % per meter (39 in) of missing seal.

Refer to CDL-57-15 Illustration Inner Wing Leading Edge to DND Fixed Seal

ILLUSTRATION INNER WING LEADING EDGE TO DND FIXED SEAL

Ident.: CDL-57-15-00023840.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 57-15 Inner Wing Leading Edge to DND Fixed Seal*.

57-16	Outer Falsework Lower Seal

Ident.: CDL-57-16-00020163.0001001 / 08 JUN 17
Applicable to: ALL

57-16 OUTER FALSEWORK LOWER SEAL	Quantity installed 4

All may be missing.

Note: ***Notify Dispatch.***

Note: *1. May be combined with any other item listed in CDL-57 chapter.*
2. If combined with CDL item 27-22 (Refer to 27-22 Seal of FTE Lower Panel to Outer Flap), the total length of missing seals is limited to 2 m (78 in).
3. Must not be combined with the following CDL items:
- *The forward drain mast of CDL item 38-01 (Refer to 38-01 Water Waste Drain Mast)*
- *38-04 (Refer to 38-04 Bilge Drain Valve)*
- *The rain gutters of passenger doors 2 of CDL item 52-02 (Refer to 52-02 Rain Gutter).*

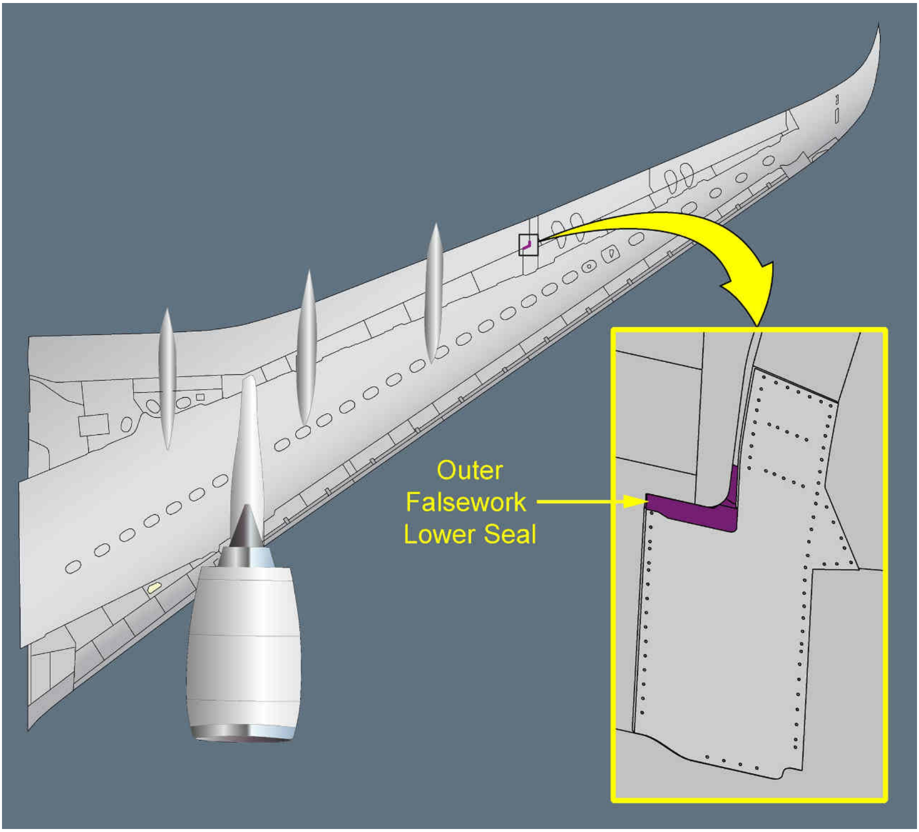
- **Performance:**

  The following performance penalties are applicable per missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 60 kg (133 lb)
  - If 2 seals or more are missing, en-route performance limiting weight is reduced by 99 kg (219 lb) per missing seal
  - If the 4 seals are missing, fuel consumption is increased by 0.24 %.

Refer to CDL-57-16 Illustration Outer Falsework Lower Seal

ILLUSTRATION OUTER FALSEWORK LOWER SEAL

Ident.: CDL-57-16-00020164.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 57-16 Outer Falsework Lower Seal*.

57-17	Outer Falsework Upper Seal

Ident.: CDL-57-17-00020165.0001001 / 06 FEB 17
Applicable to: ALL

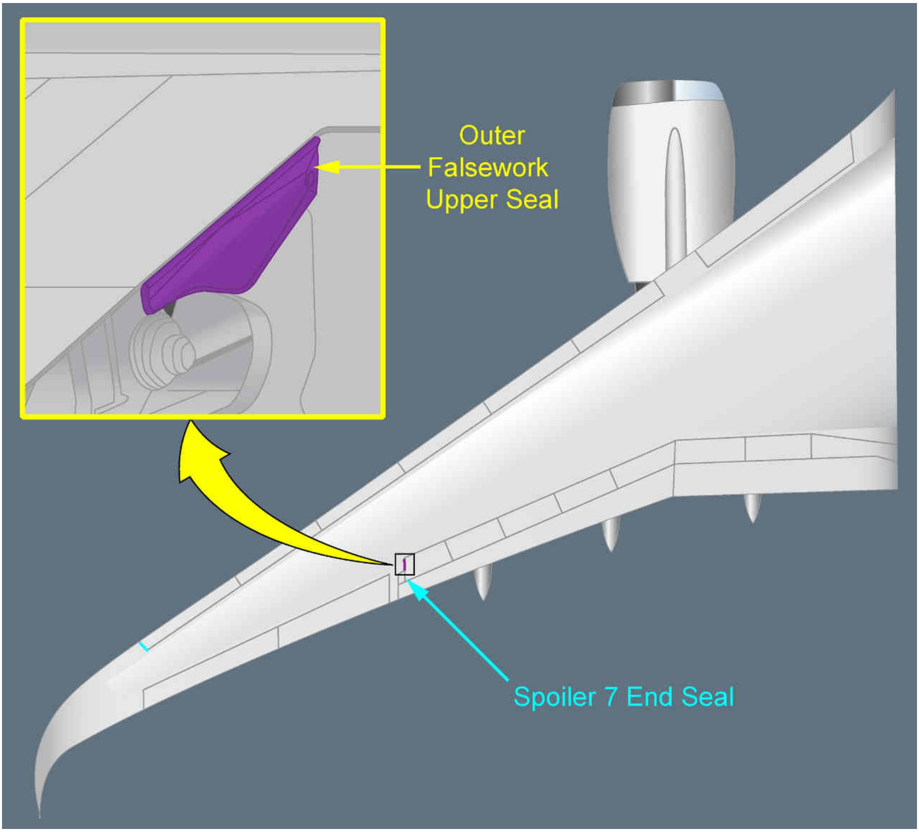
57-17 OUTER FALSEWORK UPPER SEAL	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-57-5X-XX-01ZZZ-560Z-A*
All may be missing provided that the end seal of spoiler 7 is also removed (*Refer to 57-06 Spoiler End Seal*).
Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-17 Illustration Outer Falsework Upper Seal

ILLUSTRATION OUTER FALSEWORK UPPER SEAL

Ident.: CDL-57-17-00020166.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 57-17 Outer Falsework Upper Seal*.

57-18	FLE Slat Track Seal

Ident.: CDL-57-18-00020218.0001001 / 30 SEP 14
Applicable to: ALL

57-18 FLE SLAT TRACK SEAL	Quantity installed 28

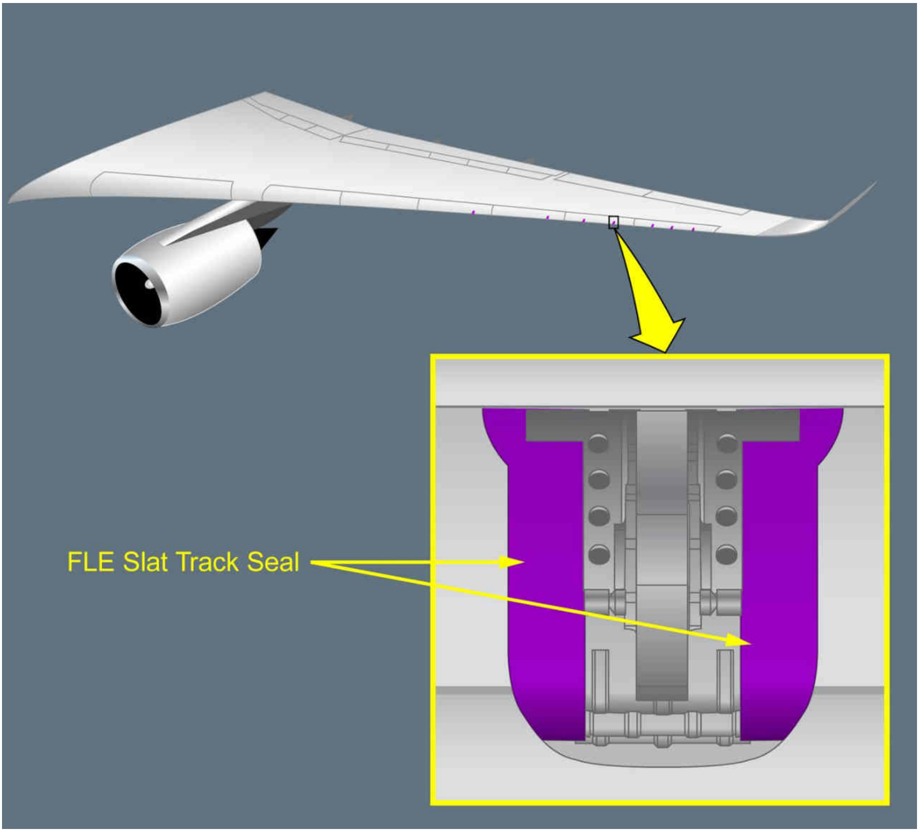
All may be missing.

Note: May be combined with any other item listed in CDL-57 chapter.

Refer to CDL-57-18 Illustration FLE Slat Track Seal

ILLUSTRATION FLE SLAT TRACK SEAL

Ident.: CDL-57-18-00020219.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-18 FLE Slat Track Seal*.

57-19	Slat Translating Cable Seal

Ident.: CDL-57-19-00020263.0001001 / 28 APR 23
Applicable to: ALL

57-19 SLAT TRANSLATING CABLE SEAL	Quantity installed 2

All may be missing.

Note: ***Notify Dispatch.***

Note: *1. May be combined with any other item listed in CDL-57 chapter, except:*
- *57-05 (Refer to 57-05 Seal of Trailing Edge Panel to Spoiler)*
- *57-09 (Refer to 57-09 Seal of Trailing Edge Panel to Droop Panel)*
- *57-28 (Refer to 57-28 Slat Track Aperture Seal).*

2. Must not be combined with CDL item 71-09 (Refer to 71-09 Nacelle Strake).

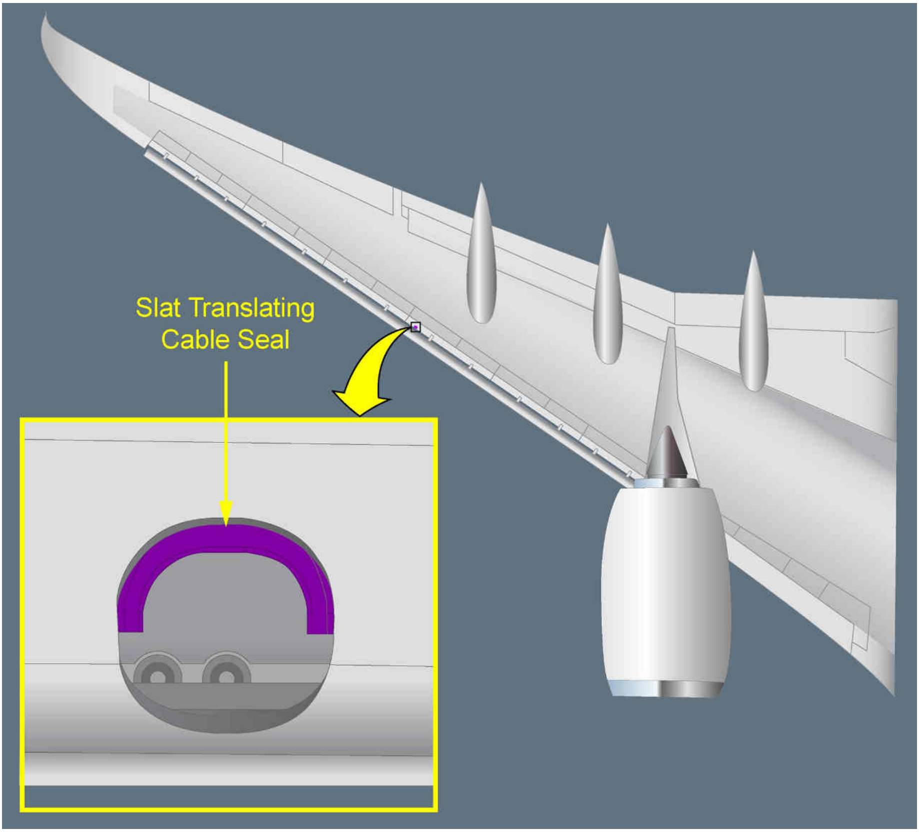
- **Performance:**

  The following corrections are applicable regardless of the number of missing seal:
  - Approach speed: Increase by 1 kt
  - Landing distance: Increase by 1 %.

Refer to CDL-57-19 Illustration Slat Translating Cable Seal

ILLUSTRATION SLAT TRANSLATING CABLE SEAL

Ident.: CDL-57-19-00020264.0001001 / 07 JUL 16
Applicable to: ALL



For dispatch conditions: *Refer to 57-19 Slat Translating Cable Seal*.

57-20	FTE Panel 1 Seal

Ident.: CDL-57-20-00020400.0001001 / 06 FEB 17
Applicable to: ALL

57-20 FTE PANEL 1 SEAL	Quantity installed 2

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

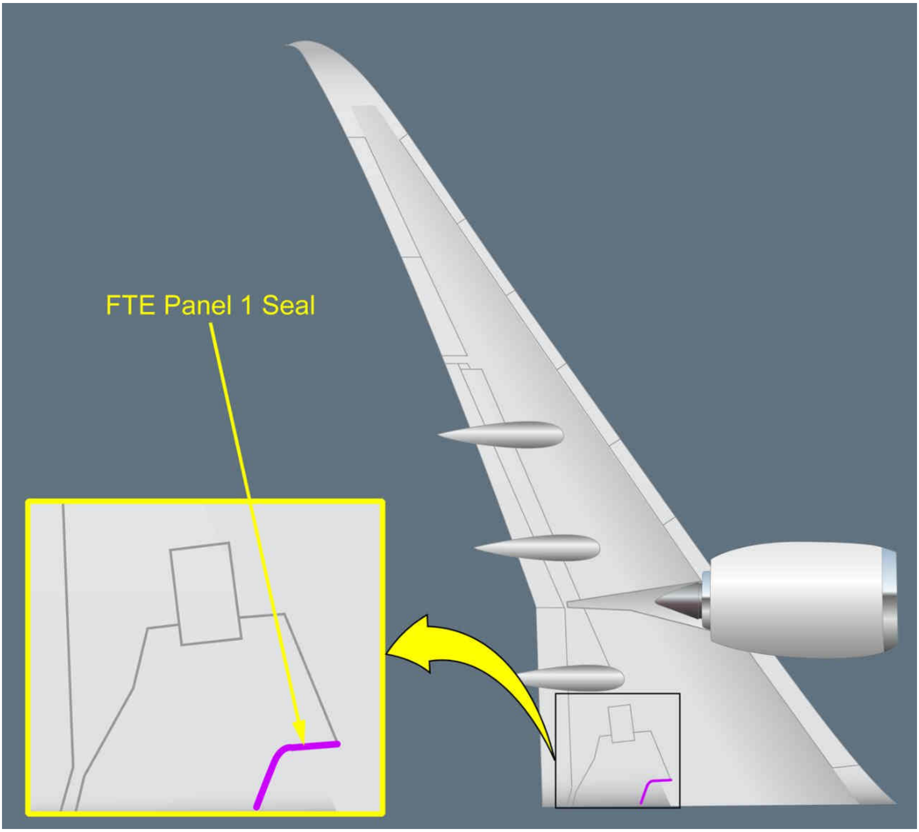
- **Performance:**

  The following performance penalties are applicable:
  - If 100 cm (39 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 50 kg (111 lb) per meter (39 in) of missing seal
  - If 193 cm (75 in) or more of seal are missing, en-route performance limiting weight is reduced by 83 kg (183 lb) per meter (39 in) of missing seal.

Refer to CDL-57-20 Illustration FTE Panel 1 Seal

ILLUSTRATION FTE PANEL 1 SEAL

Ident.: CDL-57-20-00020401.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-20 FTE Panel 1 Seal*.

57-21	FTE Panel 3 Seal

Ident.: CDL-57-21-00020402.0001001 / 30 SEP 14
Applicable to: ALL

57-21 FTE PANEL 3 SEAL	Quantity installed 2

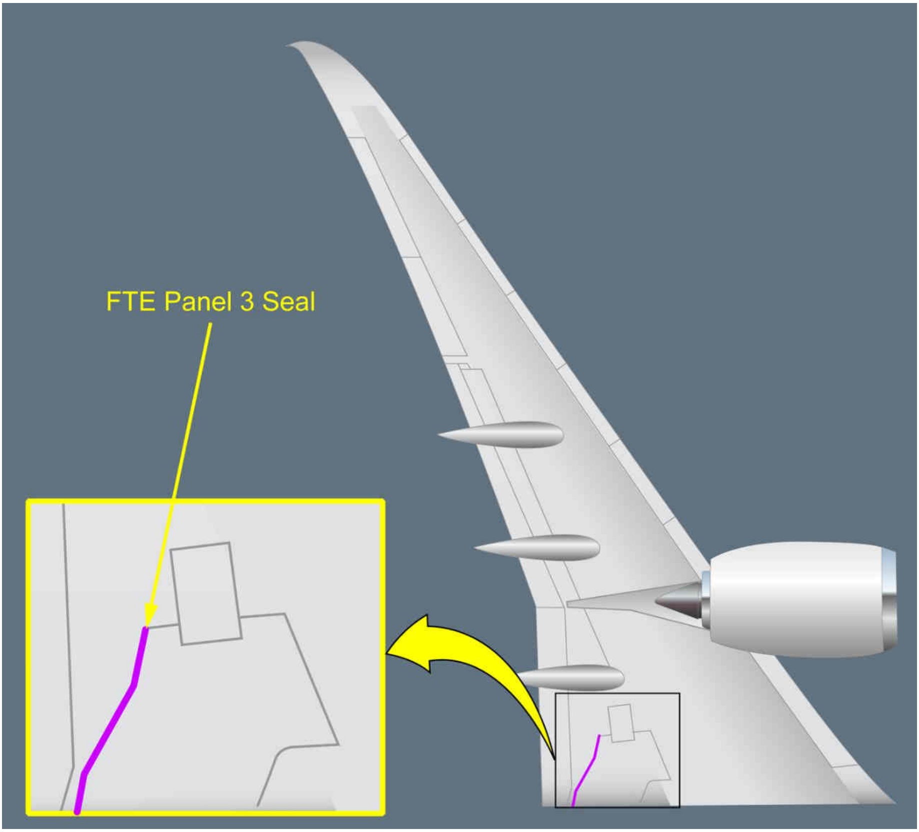
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-21 Illustration FTE Panel 3 Seal

ILLUSTRATION FTE PANEL 3 SEAL

Ident.: CDL-57-21-00020403.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-21 FTE Panel 3 Seal*.

57-22	FTE to MLG Door Seal

Ident.: CDL-57-22-00020404.0001001 / 06 FEB 17
Applicable to: ALL

57-22 FTE TO MLG DOOR SEAL	Quantity installed 2

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

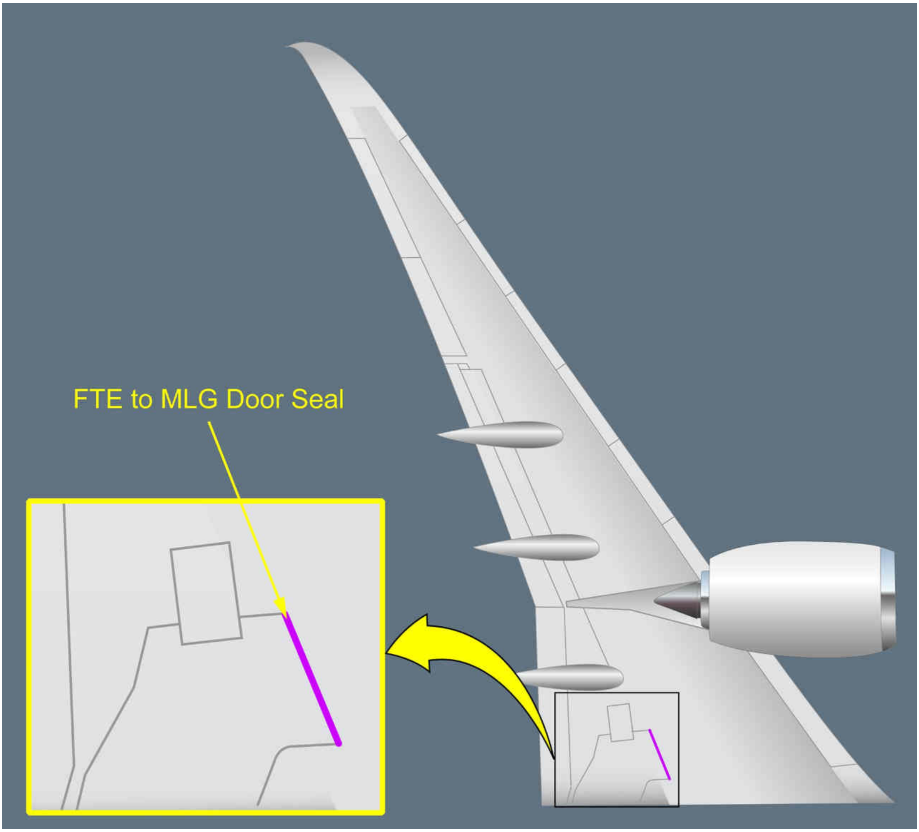
- **Performance:**

  The following performance penalties are applicable:
  - If 143 cm (56 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 35 kg (78 lb) per meter (39 in) of missing seal
  - If 276 cm (108 in) or more of seal are missing, en-route performance limiting weight is reduced by 58 kg (128 lb) per meter (39 in) of missing seal.

Refer to CDL-57-22 Illustration FTE to MLG Door Seal

ILLUSTRATION FTE TO MLG DOOR SEAL

Ident.: CDL-57-22-00020405.0001001 / 08 JUL 20
Applicable to: ALL



For dispatch conditions: *Refer to 57-22 FTE to MLG Door Seal*.

57-23	**Hinged Door Seal**

Ident.: CDL-57-23-00020406.0001001 / 06 FEB 17
Applicable to: ALL

57-23 **HINGED DOOR SEAL**	**Quantity installed** **8**

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

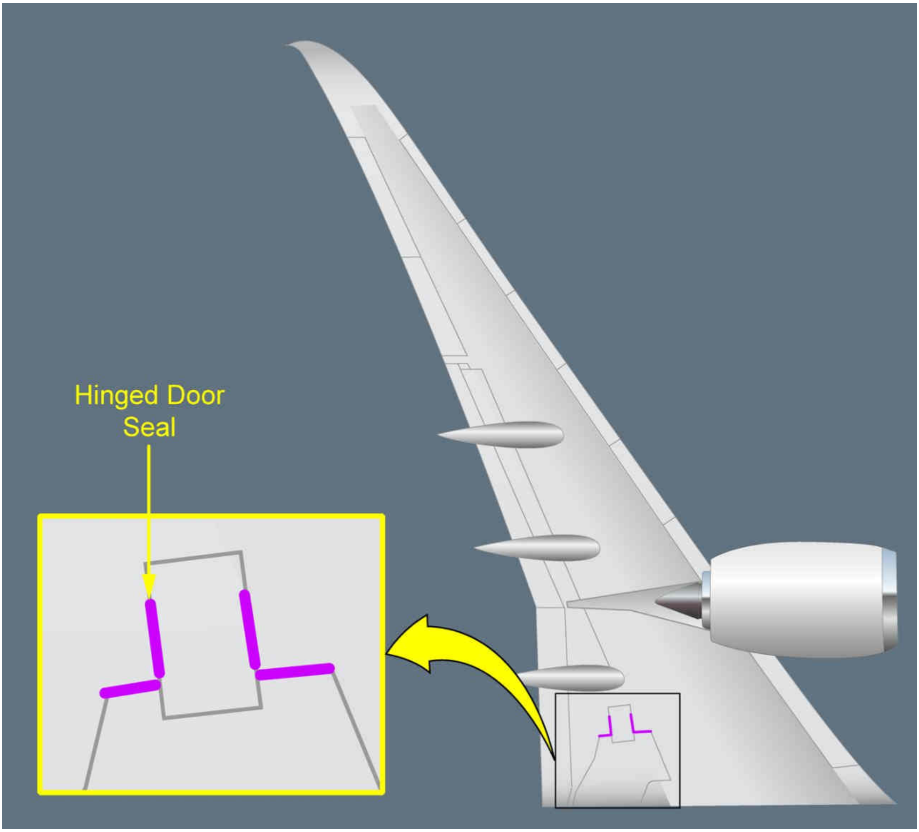
- **Performance:**

  The following performance penalties are applicable:
  - If 100 cm (39 in) or more of seal are missing, takeoff and approach climb performance limiting weights are reduced by 50 kg (111 lb) per meter (39 in) of missing seal
  - If 193 cm (75 in) or more of seal are missing, en-route performance limiting weight is reduced by 83 kg (183 lb) per meter (39 in) of missing seal
  - If 400 cm (157 in) or more of seal are missing, fuel consumption is increased by 0.05 % per meter (39 in) of missing seal.

Refer to CDL-57-23 Illustration Hinged Door Seal

ILLUSTRATION HINGED DOOR SEAL

Ident.: CDL-57-23-00020407.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-23 Hinged Door Seal*.

57-24	MLG-Hinged Door Seal

Ident.: CDL-57-24-00020408.0001001 / 06 FEB 17
Applicable to: ALL

57-24 MLG-HINGED DOOR SEAL	Quantity installed 2

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

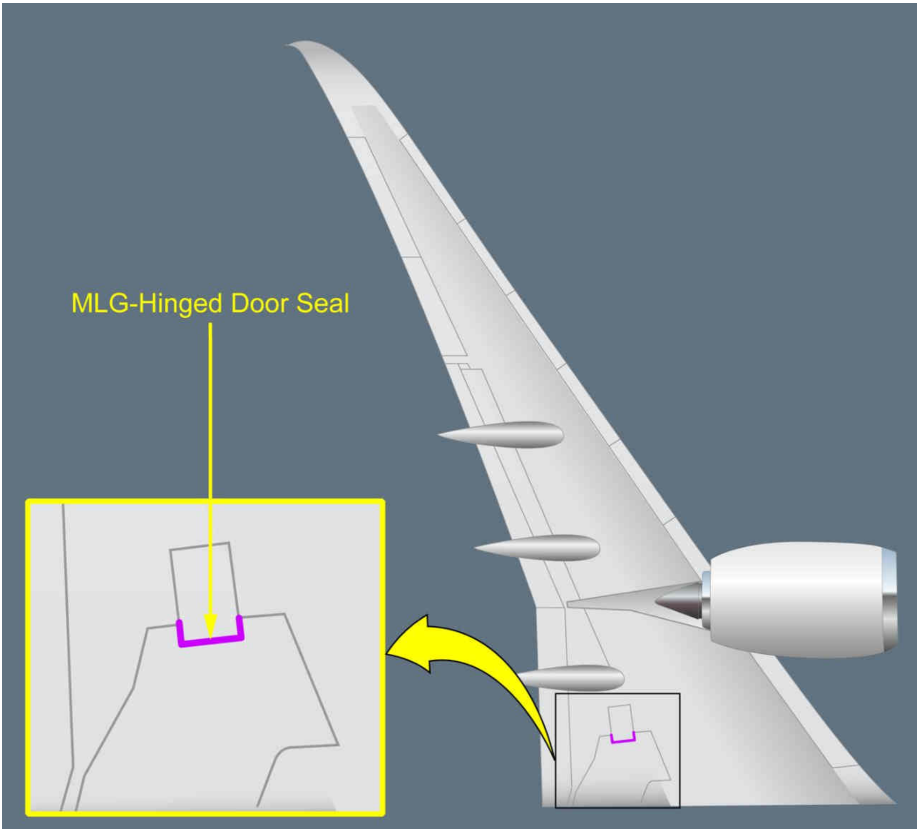
- **Performance:**

  The following performance penalties are applicable:
  - If both seals are missing, takeoff and approach climb performance limiting weights are reduced by 90 kg (199 lb).

Refer to CDL-57-24 Illustration MLG-Hinged Door Seal

ILLUSTRATION MLG-HINGED DOOR SEAL

Ident.: CDL-57-24-00020409.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 57-24 MLG-Hinged Door Seal*.

57-25	Outer Falsework Seal Plate

Ident.: CDL-57-25-00022612.0001001 / 28 APR 23
Applicable to: ALL

57-25 OUTER FALSEWORK SEAL PLATE	Quantity installed 2

All may be missing. For each missing item, a visual inspection of the adjacent flaps must be performed before each flight.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

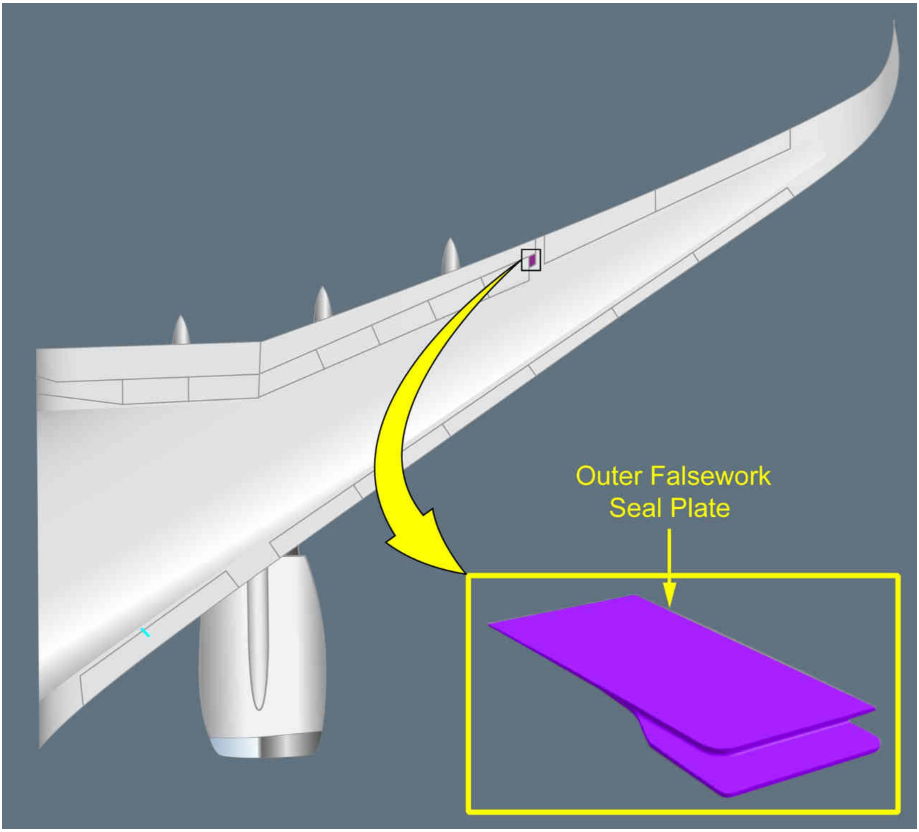
- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 298 kg (657 lb) per missing plate
  - En-route performance limiting weight is reduced by 495 kg (1 092 lb) per missing plate
  - If both plates are missing, fuel consumption is increased by 0.3 %.

Refer to CDL-57-25 Illustration Outer Falsework Seal Plate

ILLUSTRATION OUTER FALSEWORK SEAL PLATE

Ident.: CDL-57-25-00022613.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions: *Refer to 57-25 Outer Falsework Seal Plate*.

57-26	Outer Falsework Upper Surface Corner Seal

Ident.: CDL-57-26-00022614.0001001 / 20 JUL 15
Applicable to: ALL

57-26 OUTER FALSEWORK UPPER SURFACE CORNER SEAL	Quantity installed 2

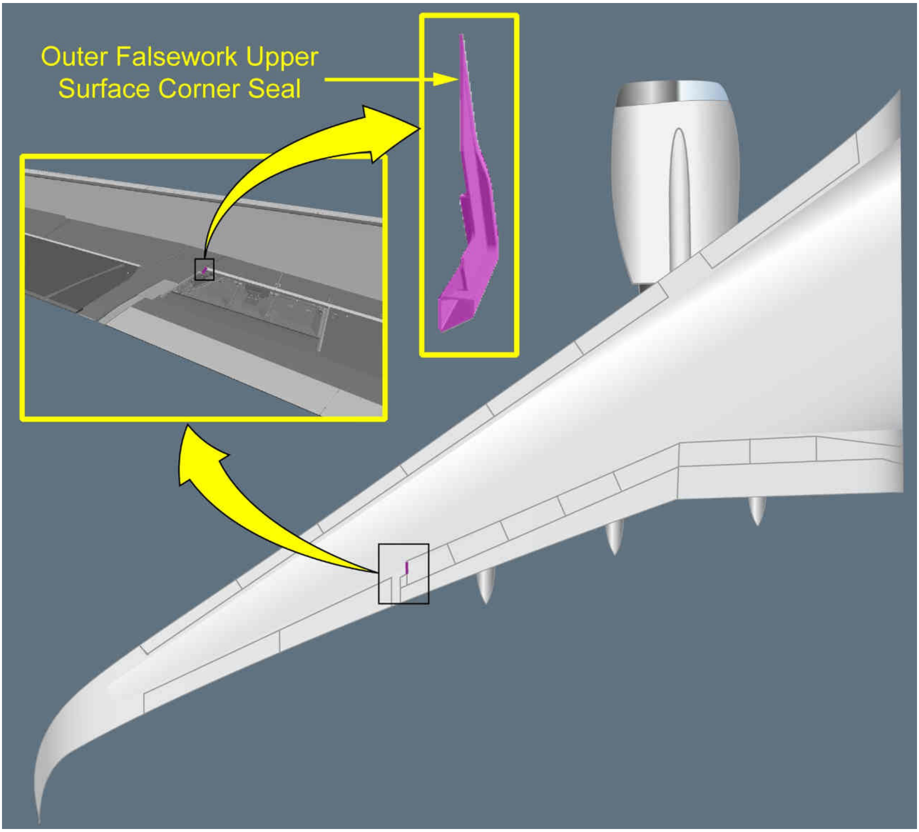
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-26 Illustration Outer Falsework Upper Surface Corner Seal

ILLUSTRATION OUTER FALSEWORK UPPER SURFACE CORNER SEAL

Ident.: CDL-57-26-00022615.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions: *Refer to 57-26 Outer Falsework Upper Surface Corner Seal*.

57-28	Slat Track Aperture Seal

Ident.: CDL-57-28-00021061.0001001 / 28 APR 23
Applicable to: ALL

57-28 SLAT TRACK APERTURE SEAL	Quantity installed 26

Three may be missing, with a maximum of two per wing.

Note: ***Notify Dispatch.***

Note: *1. May be combined with any other item listed in CDL-57 chapter, except:*
- *57-05 (Refer to 57-05 Seal of Trailing Edge Panel to Spoiler)*
- *57-09 (Refer to 57-09 Seal of Trailing Edge Panel to Droop Panel)*
- *57-19 (Refer to 57-19 Slat Translating Cable Seal).*

2. Must not be combined with CDL item 71-09 (Refer to 71-09 Nacelle Strake).

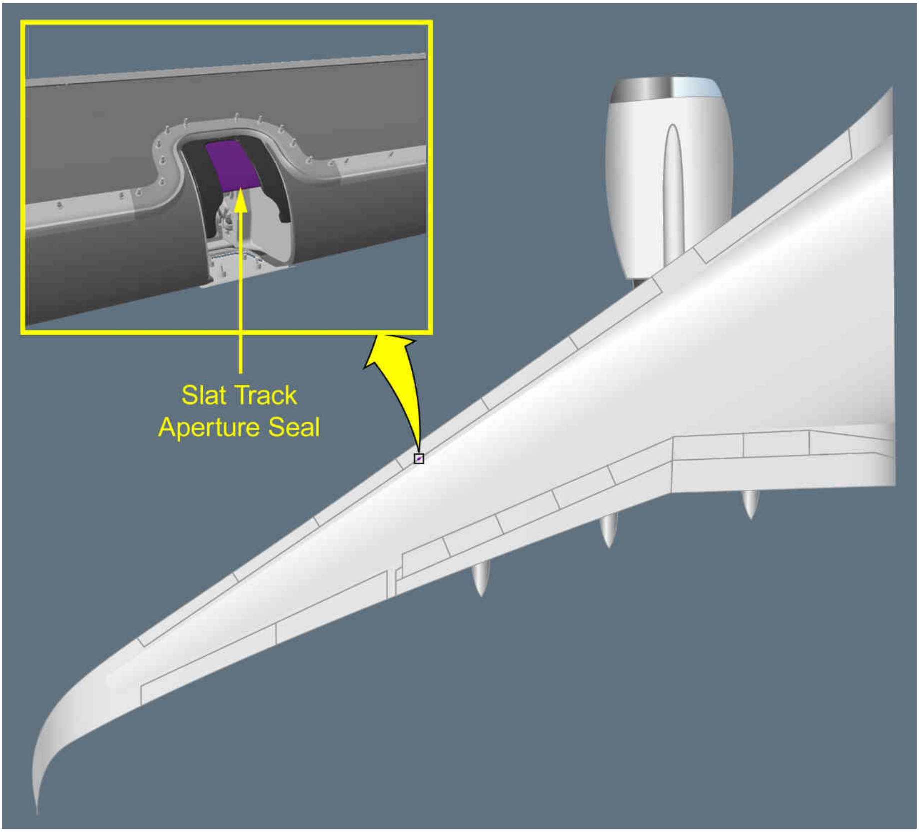
- **Performance:**

  The following corrections are applicable regardless of the number of missing seal:
  - Approach speed: Increase by 1.5 kt
  - Landing distance: Increase by 3 %.

Refer to CDL-57-28 Illustration Slat Track Aperture Seal

ILLUSTRATION SLAT TRACK APERTURE SEAL

Ident.: CDL-57-28-00021062.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions: *Refer to 57-28 Slat Track Aperture Seal*.

57-30	FTE Lower Panel 16 Chordwise Seal

Ident.: CDL-57-30-00022604.0001001 / 20 JUL 15
Applicable to: ALL

57-30 FTE LOWER PANEL 16 CHORDWISE SEAL	Quantity installed 6

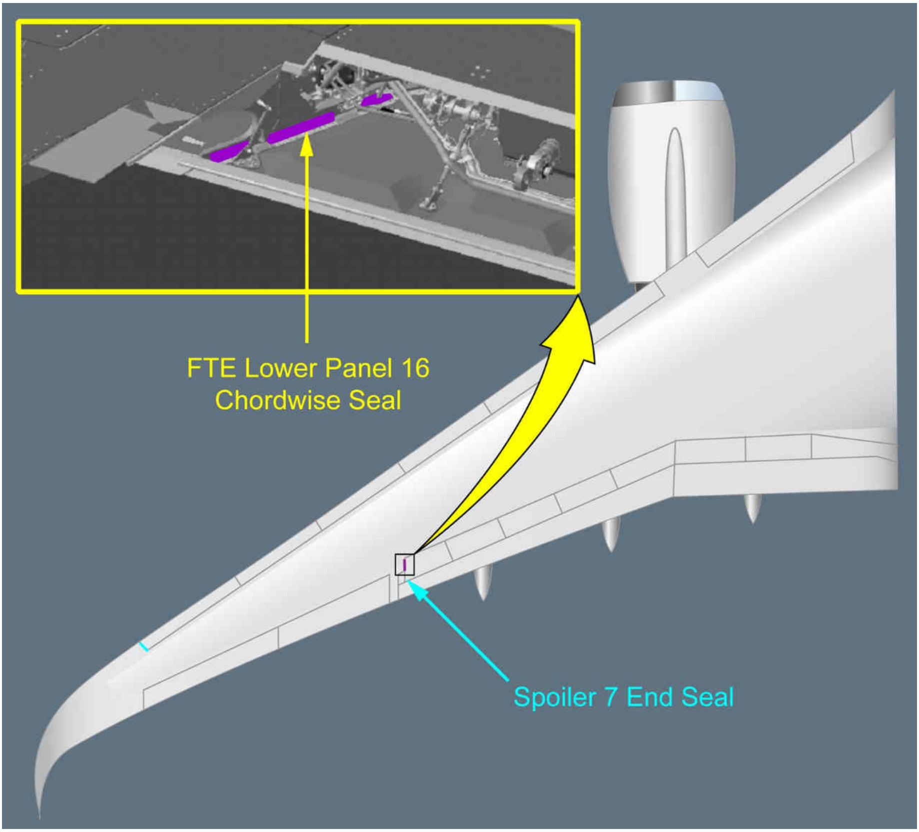
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-30 Illustration FTE Lower Panel 16 Chordwise Seal

ILLUSTRATION FTE LOWER PANEL 16 CHORDWISE SEAL

Ident.: CDL-57-30-00022605.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions, *Refer to 57-30 FTE Lower Panel 16 Chordwise Seal*.

57-31	FTE Lower Panel to Belly Fairing Seal

Ident.: CDL-57-31-00022616.0001001 / 20 JUL 15
Applicable to: ALL

57-31 FTE LOWER PANEL TO BELLY FAIRING SEAL	Quantity installed 2

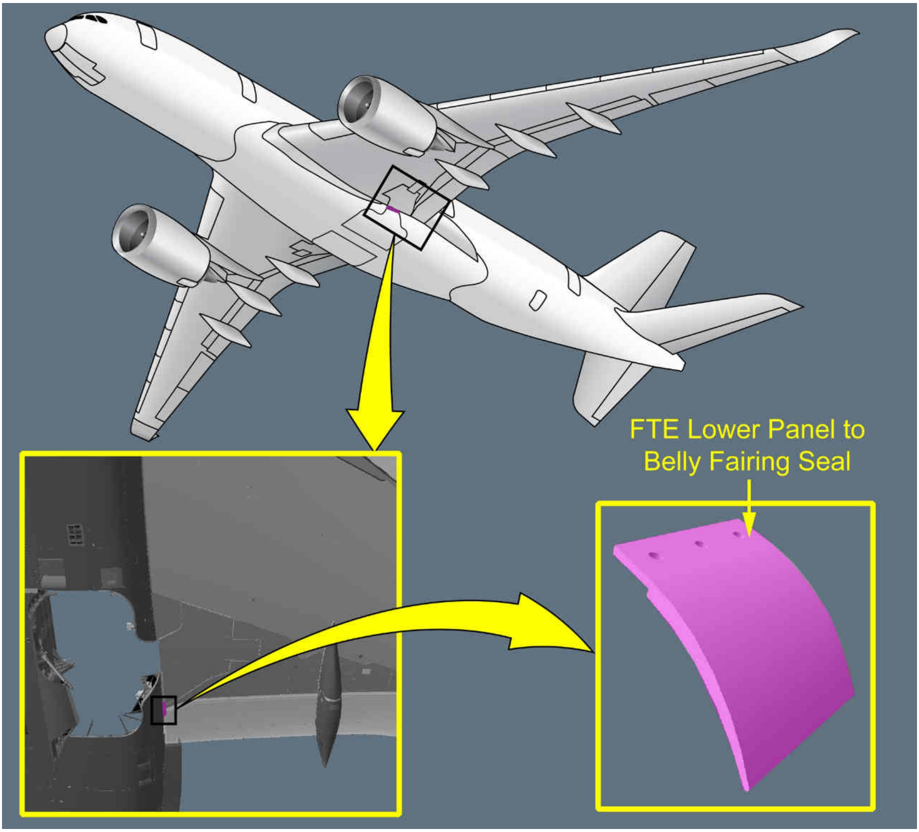
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-31 Illustration FTE Lower Panel to Belly Fairing Seal

ILLUSTRATION FTE LOWER PANEL TO BELLY FAIRING SEAL

Ident.: CDL-57-31-00022617.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions: *Refer to 57-31 FTE Lower Panel to Belly Fairing Seal*.

57-32	Outer Aileron to Wingtip Lower Surface Seal

Ident.: CDL-57-32-00022618.0001001 / 20 JUL 15
Applicable to: ALL

57-32 OUTER AILERON TO WINGTIP LOWER SURFACE SEAL	Quantity installed 2

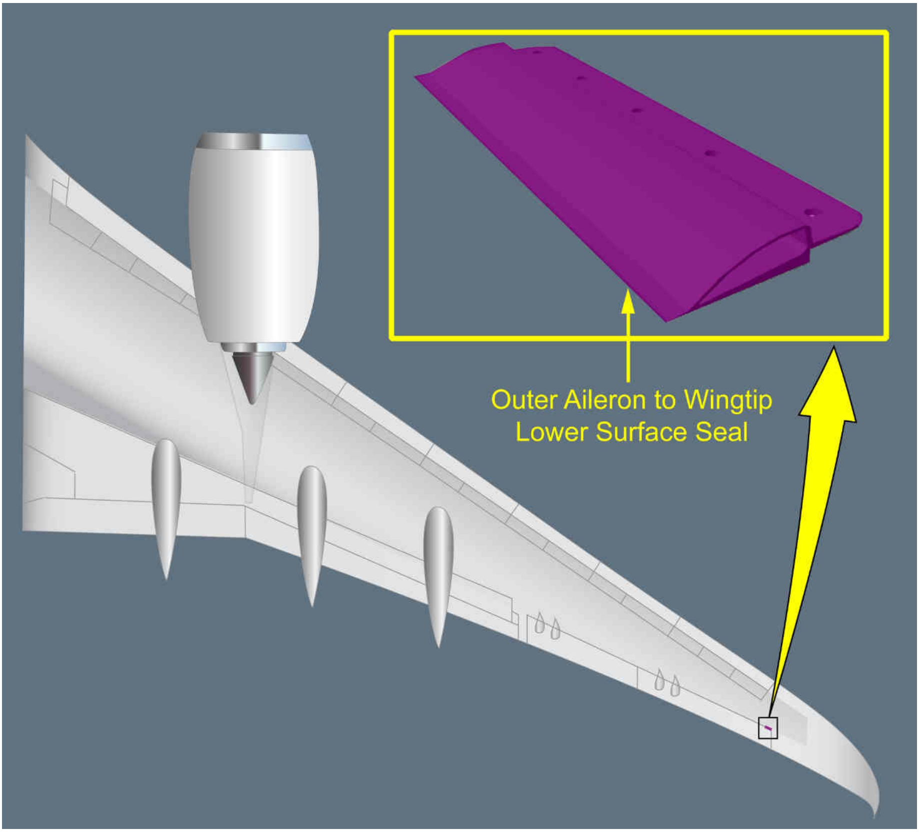
All may be missing provided that any loose or flapping seal material is cut off.

Note: May be combined with any other item listed in CDL-57 chapter.

Refer to CDL-57-32 Illustration Outer Aileron to Wingtip Lower Surface Seal

ILLUSTRATION OUTER AILERON TO WINGTIP LOWER SURFACE SEAL

Ident.: CDL-57-32-00022619.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions: *Refer to 57-32 Outer Aileron to Wingtip Lower Surface Seal*.

57-33	MLG Leg Fairing Door Seal

Ident.: CDL-57-33-00023317.0001001 / 06 FEB 17
Applicable to: ALL

57-33 MLG LEG FAIRING DOOR SEAL	Quantity installed 2

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

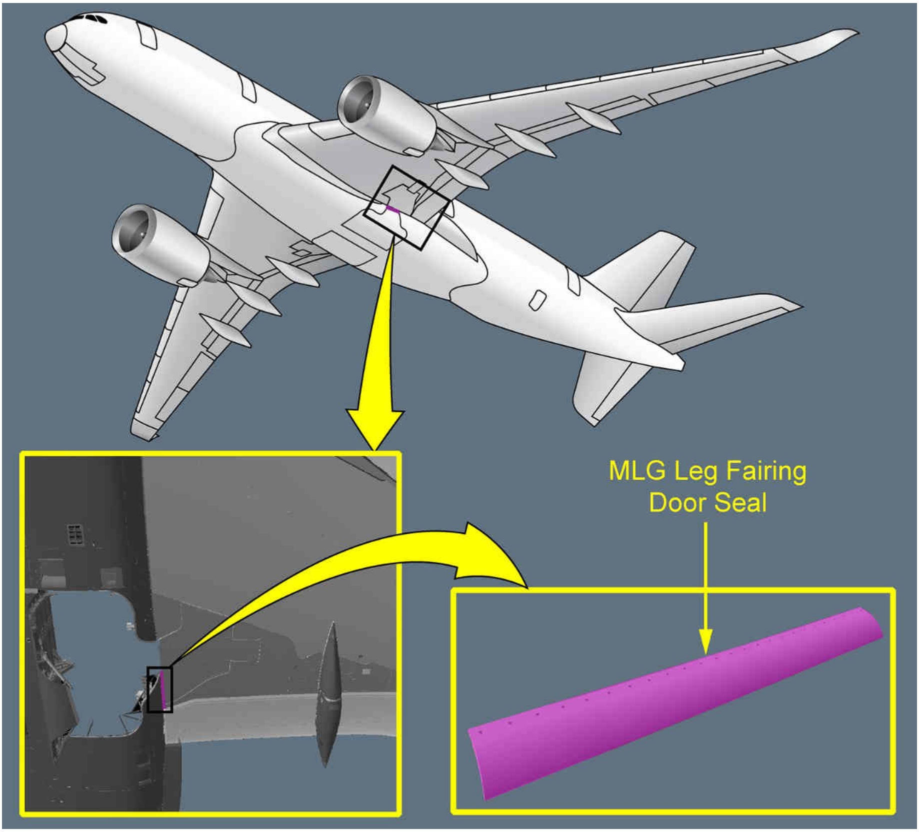
- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 61 kg (135 lb) per missing seal
  - If both seals are missing, en-route performance limiting weight is reduced by 202 kg (446 lb).

Refer to CDL-57-33 Illustration MLG Leg Fairing Door Seal

ILLUSTRATION MLG LEG FAIRING DOOR SEAL

Ident.: CDL-57-33-00023318.0001001 / 07 JUL 16
Applicable to: ALL



For dispatch conditions: *Refer to 57-33 MLG Leg Fairing Door Seal*.

57-34	Vortex Generator

Ident.: CDL-57-34-00024308.0001001 / 19 JUN 18
Applicable to: ALL

57-34 VORTEX GENERATOR	Quantity installed 2

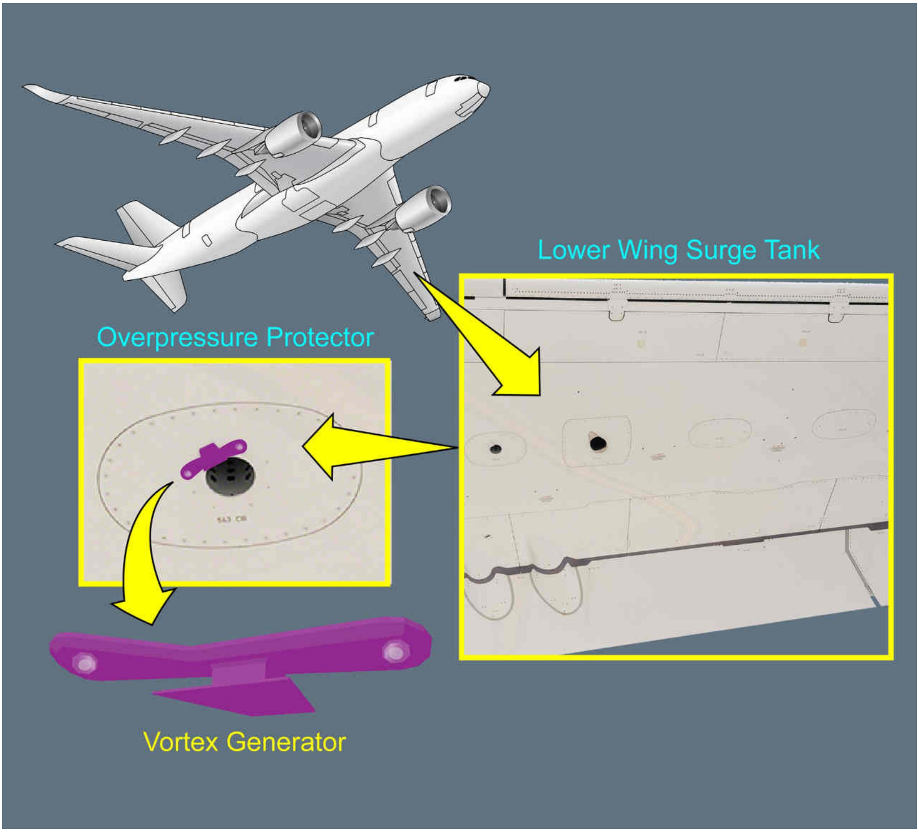
All may be missing.

Note: May be combined with any other item listed in CDL-57 chapter.

Refer to CDL-57-34 Illustration Vortex Generator

ILLUSTRATION VORTEX GENERATOR

Ident.: CDL-57-34-00024309.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 57-34 Vortex Generator*.

57-35	Droop Nose Device Inner End Filling Panel

Ident.: CDL-57-35-00024861.0001001 / 17 DEC 19
Applicable to: ALL

57-35 DROOP NOSE DEVICE INNER END FILLING PANEL	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-57-44-63-01ZZZ-560Z-A*
All may be missing provided that all associated seals are removed and holes on the droop nose device surface are covered.
Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-57 chapter.*

- **Performance:**

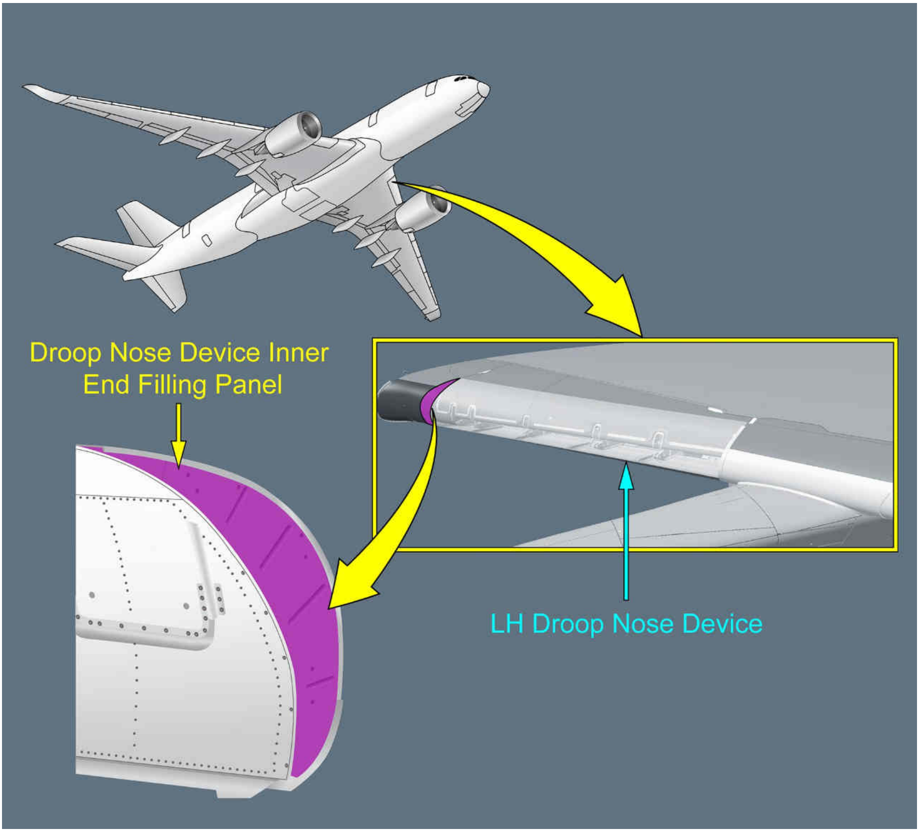
  The following performance penalty is applicable for one missing panel:
  - Takeoff and approach climb performance limiting weights are reduced by 65 kg (144 lb).

  The following performance penalties are applicable for two missing panels:
  - Takeoff and approach climb performance limiting weights are reduced by 130 kg (287 lb)
  - En-route performance limiting weight is reduced by 216 kg (477 lb).

Refer to CDL-57-35 Illustration Droop Nose Device Inner End Filling Panel

ILLUSTRATION DROOP NOSE DEVICE INNER END FILLING PANEL

Ident.: CDL-57-35-00024862.0001001 / 23 JUL 19
Applicable to: ALL



For dispatch conditions: *Refer to 57-35 Droop Nose Device Inner End Filling Panel*.

57-39	Outer FLE - Slat 5 Lower Trailing Edge Seal

Ident.: CDL-57-39-00025287.0001001 / 03 JUL 20
Applicable to: ALL

57-39 OUTER FLE - SLAT 5 LOWER TRAILING EDGE SEAL	Quantity installed 2

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

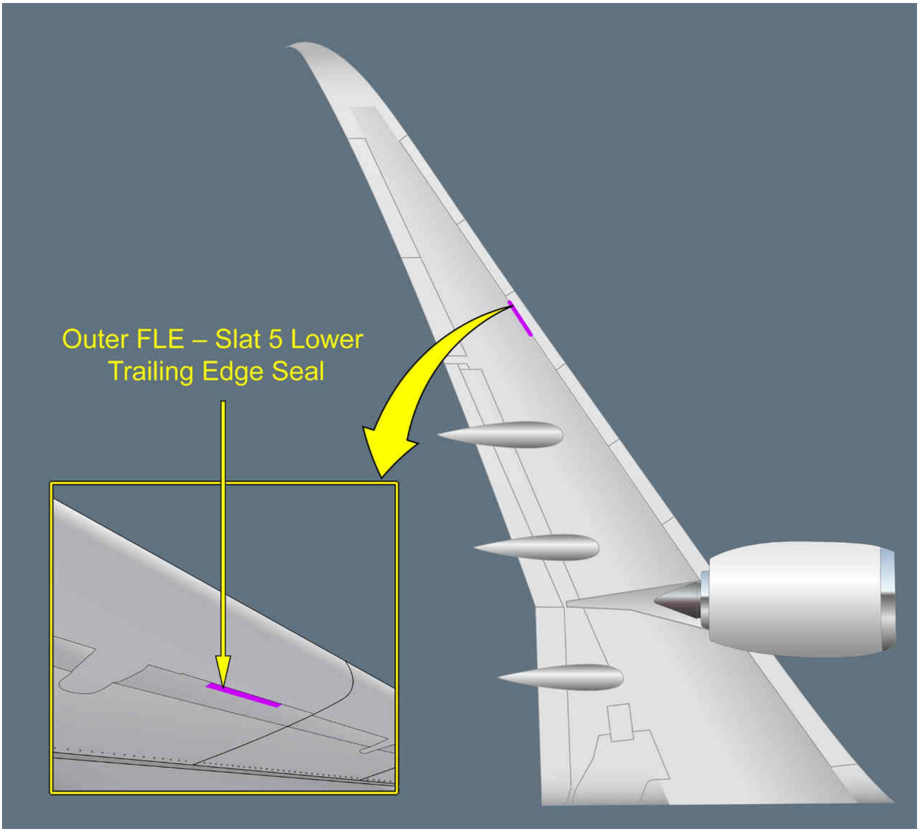
- **Performance:**

  The following performance penalty is applicable per missing or cut seal:
  - Takeoff and approach climb performance limiting weights are reduced by 25 kg (56 lb).

Refer to CDL-57-39 Illustration Outer FLE - Slat 5 Lower Trailing Edge Seal

ILLUSTRATION OUTER FLE - SLAT 5 LOWER TRAILING EDGE SEAL

Ident.: CDL-57-39-00025288.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 57-39 Outer FLE - Slat 5 Lower Trailing Edge Seal*.

57-40	Outer Aileron to Wingtip Upper Surface Seal

Ident.: CDL-57-40-00025250.0001001 / 03 JUL 20
Applicable to: ALL

57-40 OUTER AILERON TO WINGTIP UPPER SURFACE SEAL	Quantity installed 2

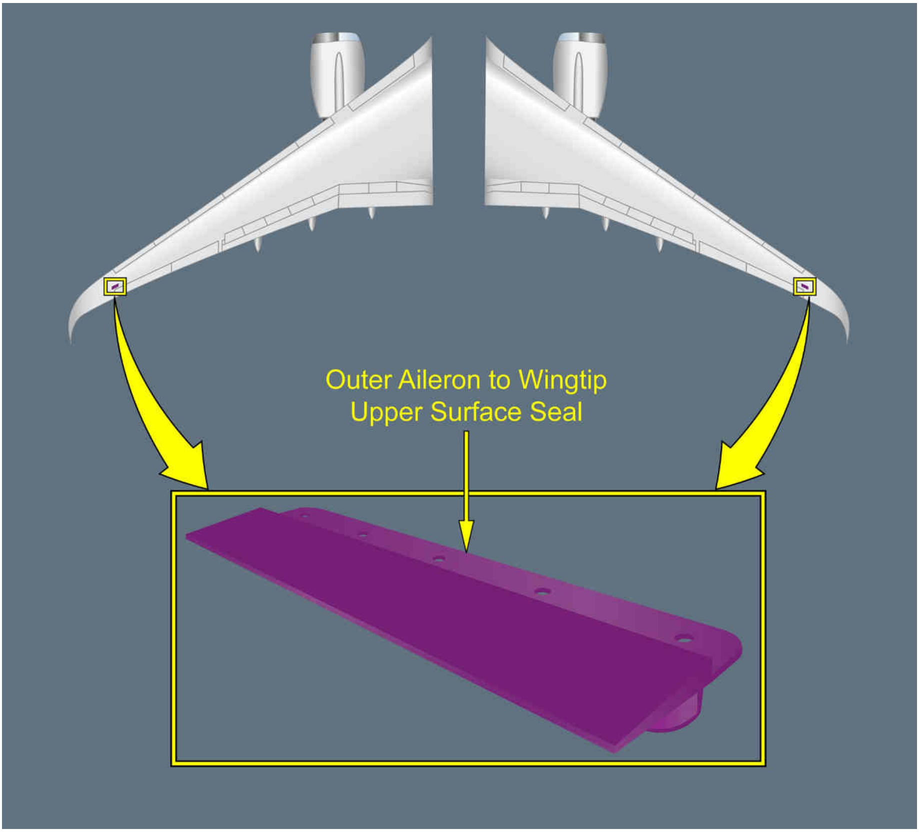
All may be missing provided that the hole is covered. Any loose or flapping seal material must be cut off.

Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-40 Illustration Outer Aileron to Wingtip Upper Surface Seal

ILLUSTRATION OUTER AILERON TO WINGTIP UPPER SURFACE SEAL

Ident.: CDL-57-40-00025251.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 57-40 Outer Aileron to Wingtip Upper Surface Seal*.

57-41	Edge Seal of the OFW Seal Plate

Ident.: CDL-57-41-00025190.0001001 / 03 JUL 20
Applicable to: ALL

57-41 EDGE SEAL OF THE OFW SEAL PLATE	Quantity installed 4

All may be missing provided that any loose or flapping seal material is cut off.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-57 chapter.*

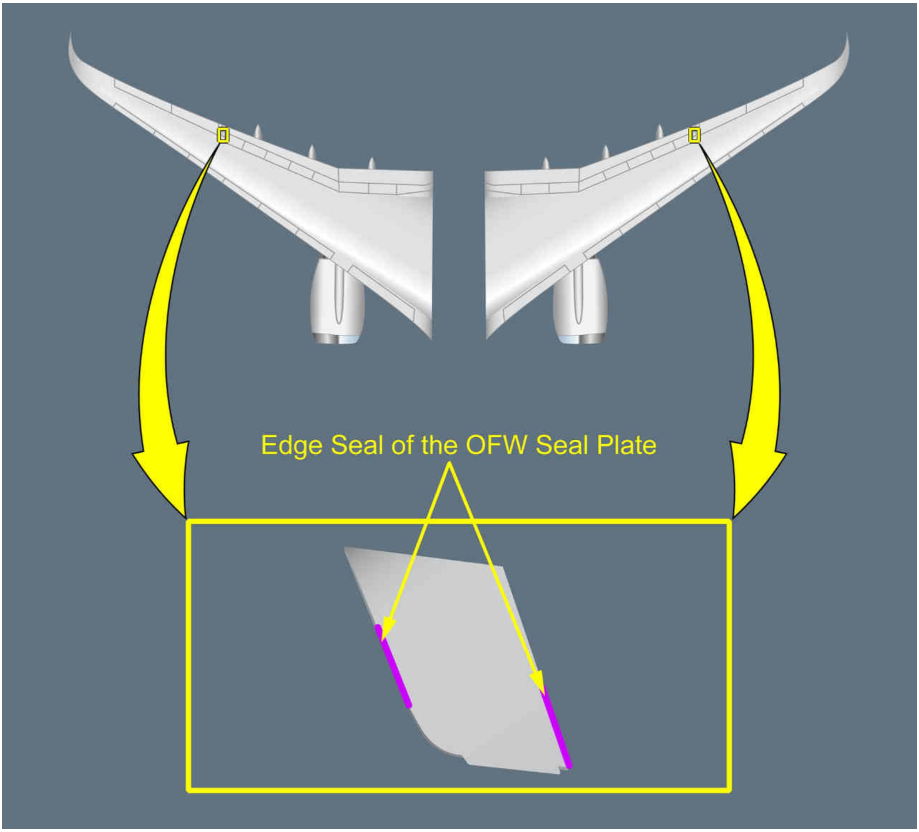
- **Performance:**

  The following performance penalty is applicable if more than two seals are missing or cut:
  - Takeoff and approach climb performance limiting weights are reduced by 20 kg (45 lb) per missing or cut seal.

Refer to CDL-57-41 Illustration Edge Seal of the OFW Seal Plate

ILLUSTRATION EDGE SEAL OF THE OFW SEAL PLATE

Ident.: CDL-57-41-00025191.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 57-41 Edge Seal of the OFW Seal Plate*.

57-42	Plug Seal of the Slat Translating Cable Device

Ident.: CDL-57-42-00025178.0001001 / 03 JUL 20
Applicable to: ALL

57-42 PLUG SEAL OF THE SLAT TRANSLATING CABLE DEVICE	Quantity installed 2

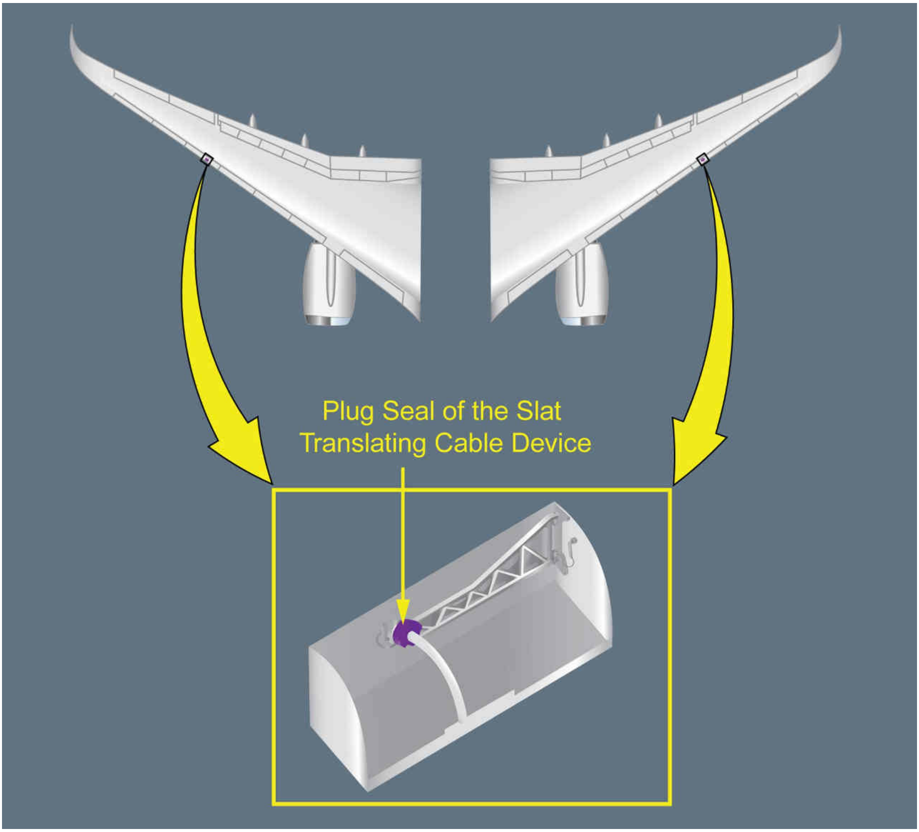
All may be missing provided that any loose or flapping seal material is cut off.

Note: *May be combined with any other item listed in CDL-57 chapter.*

Refer to CDL-57-42 Illustration Plug Seal of the Slat Translating Cable Device

ILLUSTRATION PLUG SEAL OF THE SLAT TRANSLATING CABLE DEVICE

Ident.: CDL-57-42-00025179.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 57-42 Plug Seal of the Slat Translating Cable Device*.

71-01	Fan Cowl HOR

Ident.: CDL-71-01-00019887.0001001 / 28 APR 23
Applicable to: ALL

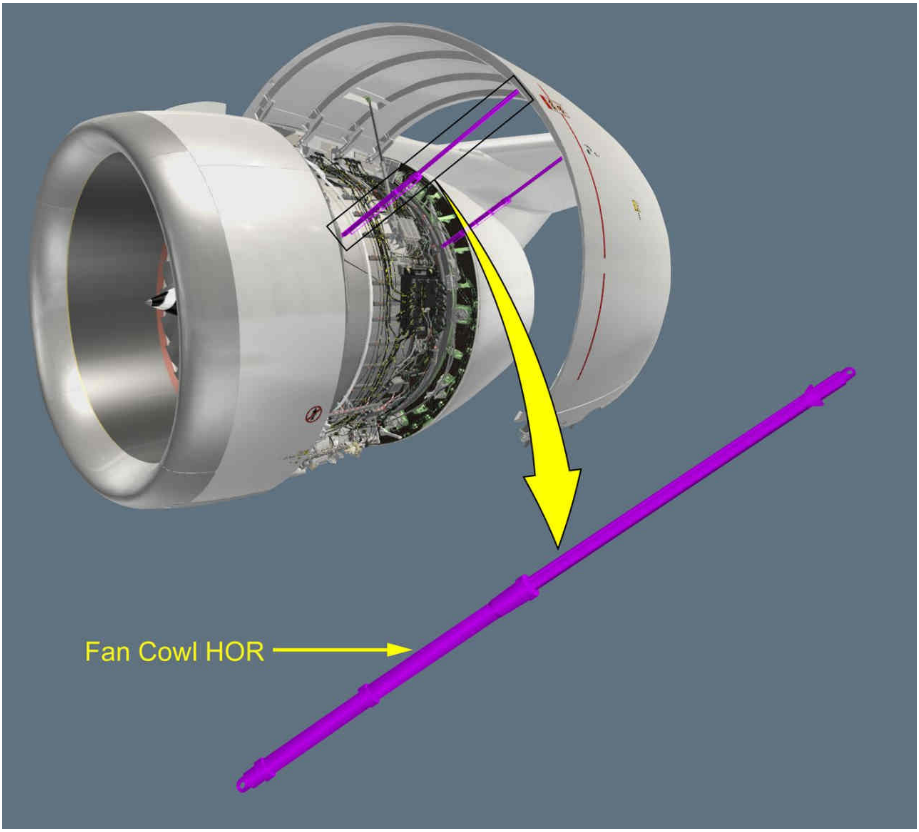
71-01 FAN COWL HOR	Quantity installed 8

(m) *Refer to Maintenance Procedure A350-A-71-13-XX-03ZZZ-560Z-A*
All may be missing provided that the associated power door opening system is operative.
If two are missing on the same fan cowl door, apply CDL 71-04 Fan Cowl HOR Remote Release System (*Refer to 71-04 Fan Cowl HOR Remote Release System*).
Note: May be combined with any other item listed in CDL-71 chapter.

Refer to CDL-71-01 Illustration Fan Cowl HOR

ILLUSTRATION FAN COWL HOR

Ident.: CDL-71-01-00019888.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 71-01 Fan Cowl HOR*.

71-02	Fan Cowl Hoisting Point Cover

Ident.: CDL-71-02-00019889.0001001 / 30 SEP 14
Applicable to: ALL

71-02 FAN COWL HOISTING POINT COVER	Quantity installed 12

(m) *Refer to Maintenance Procedure A350-A-71-13-61-00ZZZ-560Z-A*

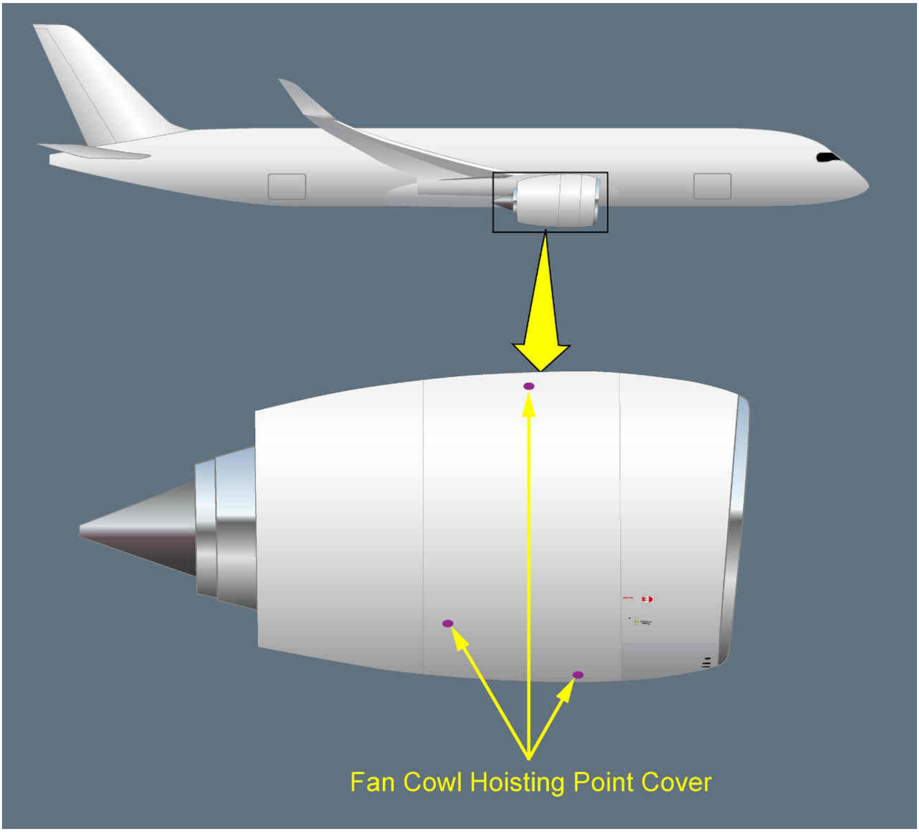
All may be missing provided that the hole is covered.

Note: May be combined with any other item listed in CDL-71 chapter.

Refer to CDL-71-02 Illustration Fan Cowl Hoisting Point Cover

ILLUSTRATION FAN COWL HOISTING POINT COVER

Ident.: CDL-71-02-00019890.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 71-02 Fan Cowl Hoisting Point Cover*.

71-03	Fan Cowl HOR Fitting

Ident.: CDL-71-03-00022632.0001001 / 19 JUN 18
Applicable to: ALL

71-03 FAN COWL HOR FITTING	Quantity installed 16

(m) *Refer to Maintenance Procedure A350-A-71-13-XX-04ZZZ-560Z-A*
All may be missing provided that:

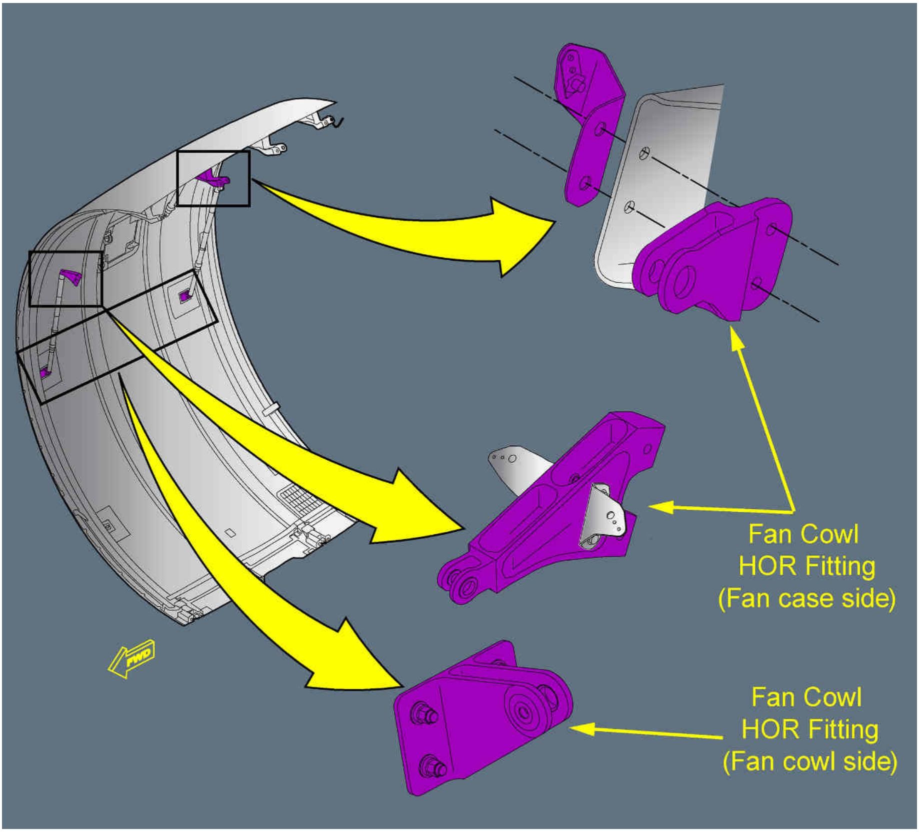
- The associated HOR is removed (*Refer to 71-01 Fan Cowl HOR*)
- The holes of missing HOR fittings located on the fan cowl side are covered.

Note: *May be combined with any other item listed in CDL-71 chapter.*

Refer to CDL-71-03 Illustration Fan Cowl HOR Fitting

ILLUSTRATION FAN COWL HOR FITTING

Ident.: CDL-71-03-00022633.0001001 / 19 JUN 18
Applicable to: ALL



For dispatch conditions: *Refer to 71-03 Fan Cowl HOR Fitting*.

71-04	Fan Cowl HOR Remote Release System

Ident.: CDL-71-04-00019893.0001001 / 17 DEC 19
Applicable to: ALL

71-04 FAN COWL HOR REMOTE RELEASE SYSTEM	Quantity installed 4

(m) *Refer to Maintenance Procedure A350-A-71-13-63-02ZZZ-560Z-A*

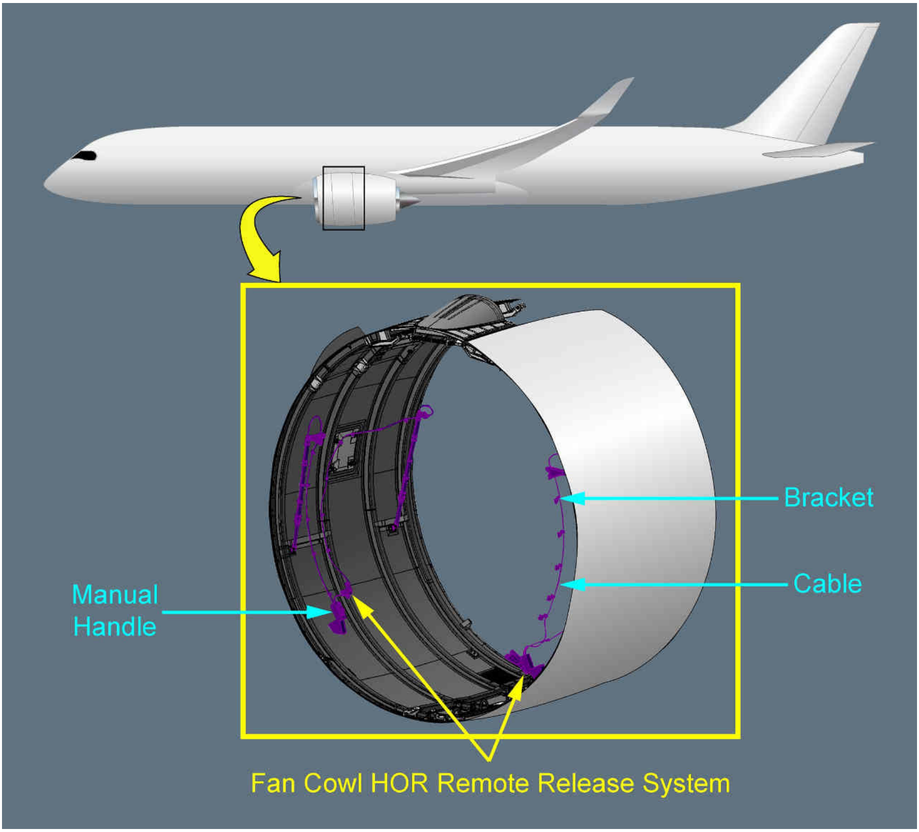
All may be missing. The time limitation for each missing item is 10 days.

Note: 1. *If only a bracket or a manual handle is missing, the attached cable must be removed or stored properly.*
2. *May be combined with any other item listed in CDL-71 chapter.*

Refer to CDL-71-04 Illustration Fan Cowl HOR Remote Release System

ILLUSTRATION FAN COWL HOR REMOTE RELEASE SYSTEM

Ident.: CDL-71-04-00019894.0001001 / 07 FEB 17
Applicable to: ALL



For dispatch conditions: *Refer to 71-04 Fan Cowl HOR Remote Release System*.

71-05	Fan Cowl Latch Access Panel

Ident.: CDL-71-05-00020513.0001001 / 03 JUL 20
1 **Applicable to: B-18916, B-18917, B-18918, B-18919**

71-05 FAN COWL LATCH ACCESS PANEL	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-71-13-65-01ZZZ-560Z-A*
All may be missing.
For each missing item, the 7 blanking plates must be installed to cover hinges and latches remaining holes in the fan cowl.
Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-71 chapter.*

CAUTION	If any latch is not correctly closed, the fan cowl doors can open in flight. Before each flight, during the external walkaround, the flight crew must carefully visually check that the four latches are correctly closed. Dispatch is not allowed with one or more latches not correctly closed.

- **Performance:**

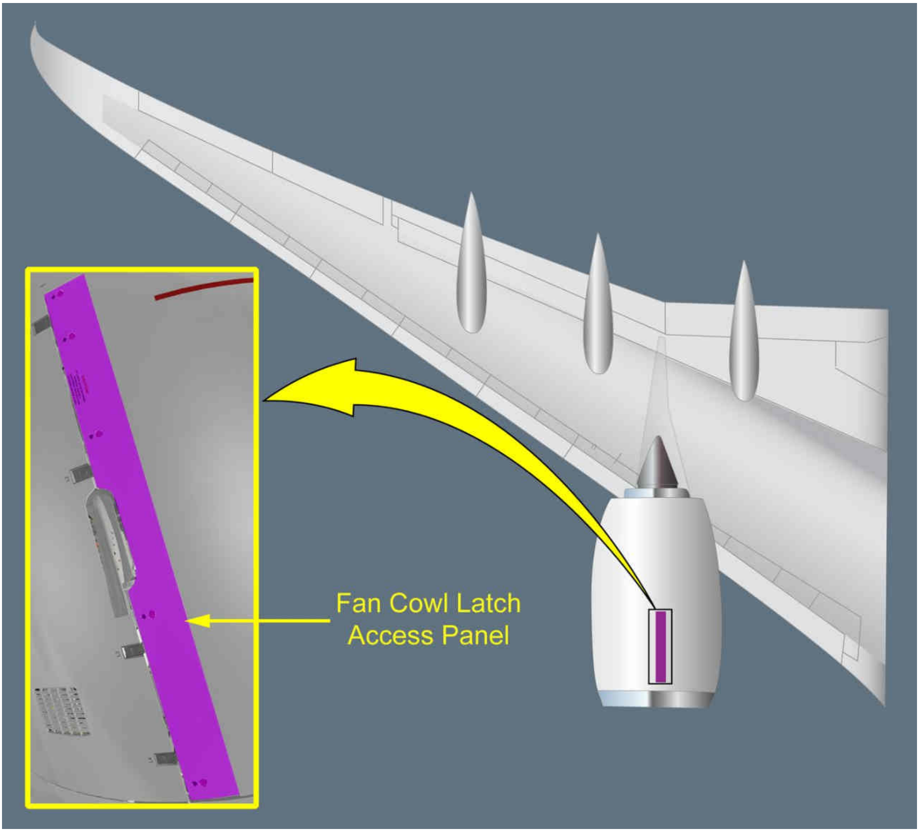
  The following performance penalties are applicable:
  - If both panels are missing, takeoff and approach climb performance limiting weights are reduced by 80 kg (177 lb).

Refer to CDL-71-05 Illustration Fan Cowl Latch Access Panel

ILLUSTRATION FAN COWL LATCH ACCESS PANEL

Ident.: CDL-71-05-00020514.0001001 / 31 JAN 20

2 **Applicable to: B-18916, B-18917, B-18918, B-18919**



For dispatch conditions: *Refer to 71-05 Fan Cowl Latch Access Panel*.

71-06	Fan Cowl to Thrust Reverser Bumper

Ident.: CDL-71-06-00020522.0001001 / 20 JUL 15
Applicable to: ALL

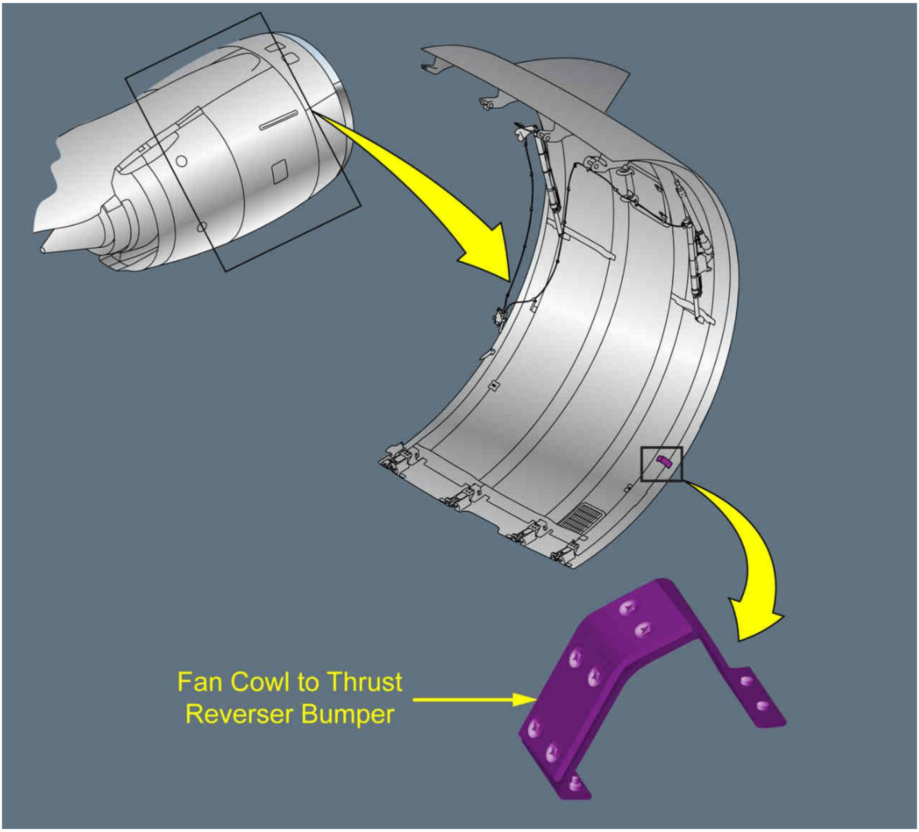
71-06 FAN COWL TO THRUST REVERSER BUMPER	Quantity installed 4

(m) *Refer to Maintenance Procedure A350-A-71-13-XX-00ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-71 chapter.*

Refer to CDL-71-06 Illustration Fan Cowl to Thrust Reverser Bumper

ILLUSTRATION FAN COWL TO THRUST REVERSER BUMPER

Ident.: CDL-71-06-00020523.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 71-06 Fan Cowl to Thrust Reverser Bumper*.

71-07	Air Inlet External Aerofiller

Ident.: CDL-71-07-00020518.0001001 / 08 JUN 17
Applicable to: ALL

71-07 **AIR INLET EXTERNAL AEROFILLER**	**Quantity installed** **14**

All may be missing.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-71 chapter.*

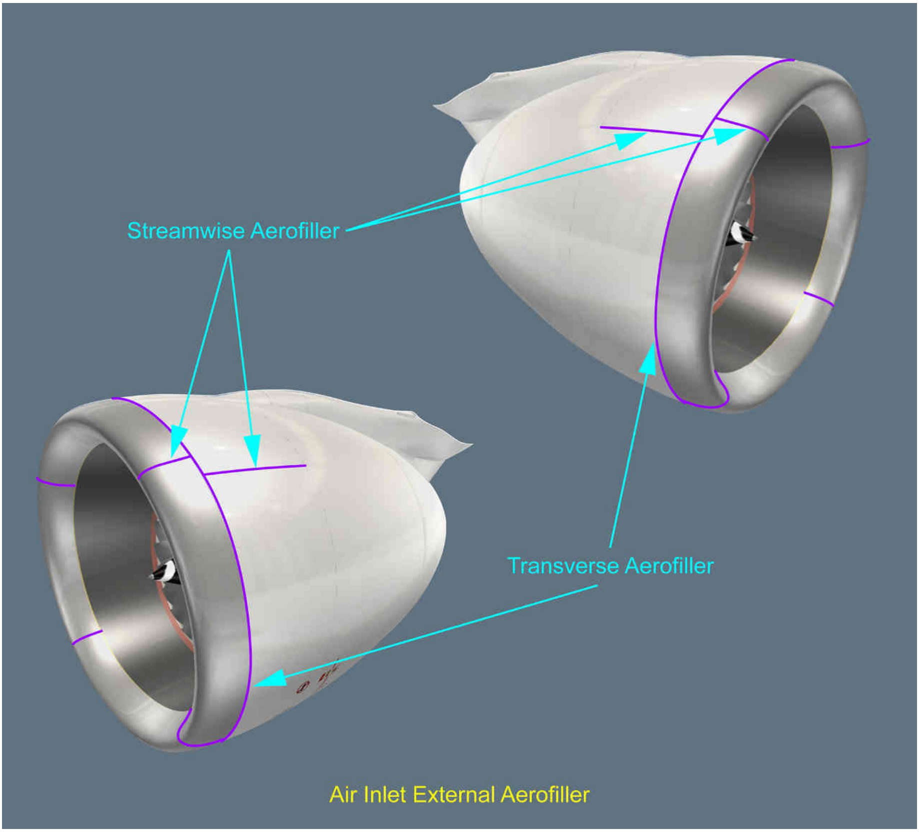
- **Performance:**

  The following performance penalties are applicable:
  - If both transverse aerofillers are missing, takeoff and approach climb performance limiting weights are reduced by 60 kg (133 lb).

Refer to CDL-71-07 Illustration Air Inlet External Aerofiller

ILLUSTRATION AIR INLET EXTERNAL AEROFILLER

Ident.: CDL-71-07-00020519.0001001 / 07 JAN 19
Applicable to: ALL



For dispatch conditions: *Refer to 71-07 Air Inlet External Aerofiller*.

71-08	Air Inlet Hoisting Point Cover

Ident.: CDL-71-08-00020516.0001001 / 08 JUN 17
Applicable to: ALL

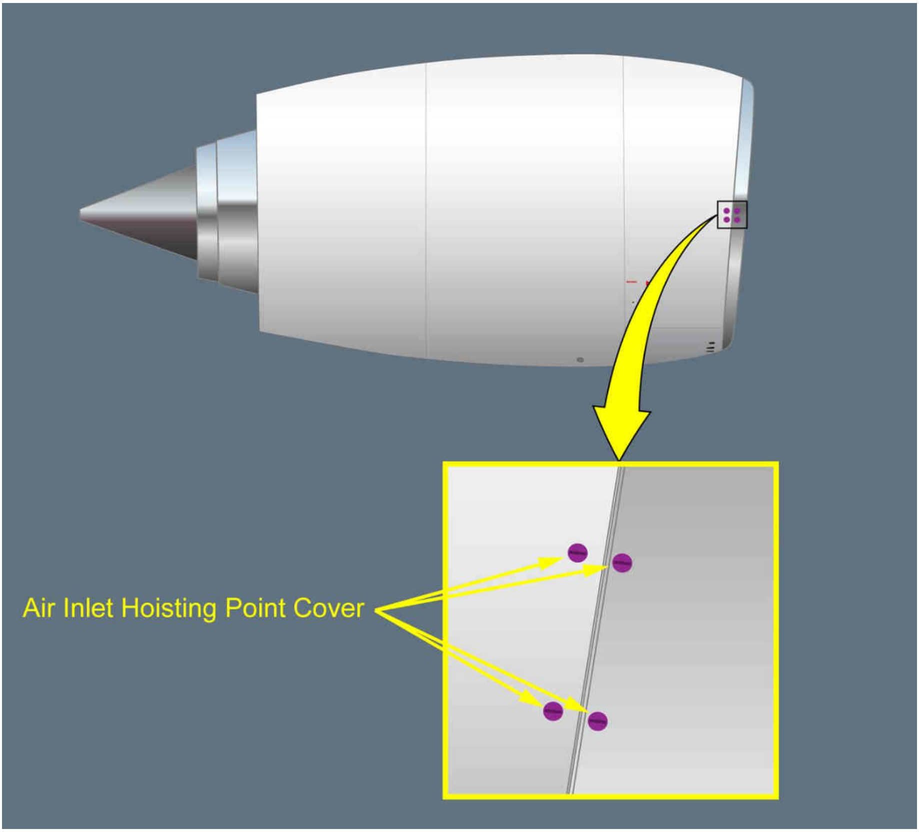
71-08 AIR INLET HOISTING POINT COVER	Quantity installed 16

(m) *Refer to Maintenance Procedure A350-A-71-6X-XX-02ZZZ-560Z-A*
All may be missing provided that the hole is covered.
Note: *May be combined with any other item listed in CDL-71 chapter.*

Refer to CDL-71-08 Illustration Air Inlet Hoisting Point Cover

ILLUSTRATION AIR INLET HOISTING POINT COVER

Ident.: CDL-71-08-00020517.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 71-08 Air Inlet Hoisting Point Cover*.

71-09	Nacelle Strake

Ident.: CDL-71-09-00022678.0001001 / 08 JUN 17
Applicable to: ALL

71-09 NACELLE STRAKE	Quantity installed 2

(m) *Refer to Maintenance Procedure A350-A-71-13-62-01ZZZ-560Z-A*

One may be missing provided that the hole is covered.

Note: *1. May be combined with any other item listed in CDL-71 chapter.*

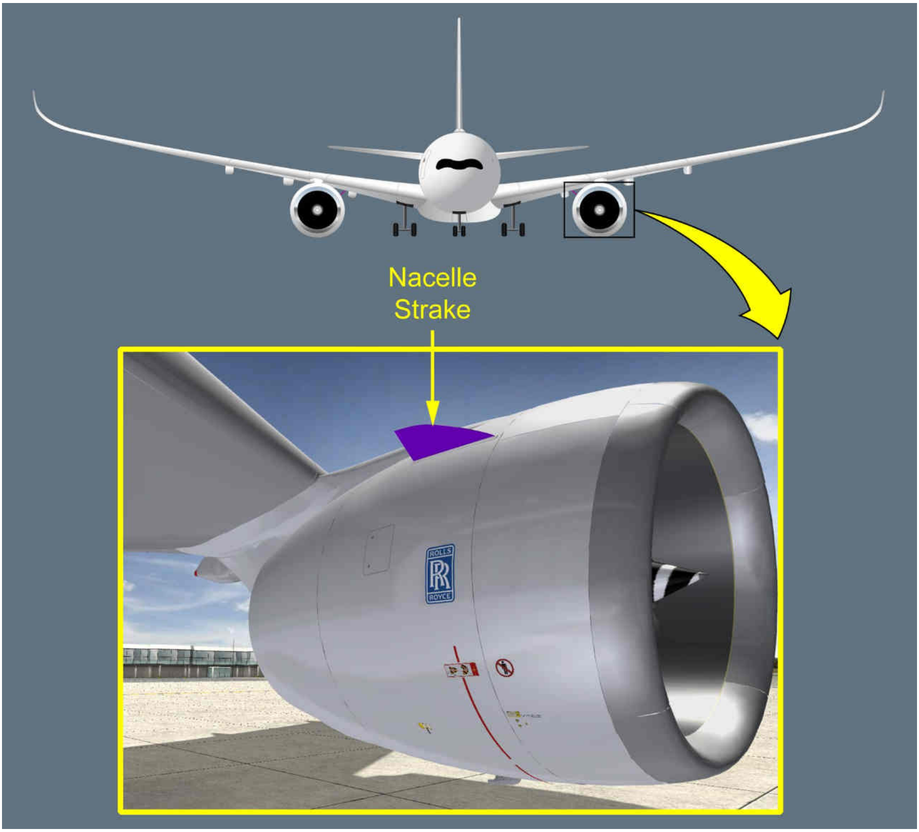
2. Must not be combined with the following CDL items:

- *57-05 (Refer to 57-05 Seal of Trailing Edge Panel to Spoiler)*
- *57-09 (Refer to 57-09 Seal of Trailing Edge Panel to Droop Panel)*
- *57-19 (Refer to 57-19 Slat Translating Cable Seal)*
- *57-28 (Refer to 57-28 Slat Track Aperture Seal).*

Refer to CDL-71-09 Illustration Nacelle Strake

ILLUSTRATION NACELLE STRAKE

Ident.: CDL-71-09-00022679.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 71-09 Nacelle Strake*.

78-01	Thrust Reverser HOR

Ident.: CDL-78-01-00019895.0001001 / 20 JUL 15
Applicable to: ALL

78-01 THRUST REVERSER HOR	Quantity installed 4

(m) *Refer to Maintenance Procedure A350-A-78-3X-XX-02ZZZ-560Z-A*

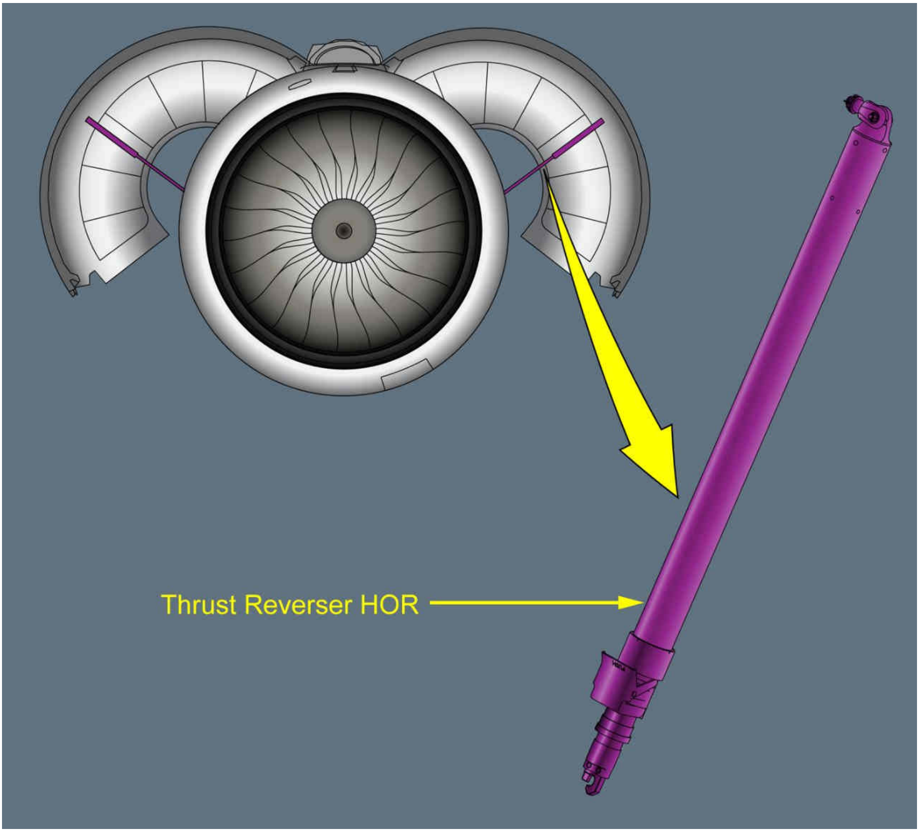
All may be missing.

Note: May be combined with any other item listed in CDL-78 chapter.

Refer to CDL-78-01 Illustration Thrust Reverser HOR

ILLUSTRATION THRUST REVERSER HOR

Ident.: CDL-78-01-00019896.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 78-01 Thrust Reverser HOR*.

78-02	Thrust Reverser Latch Access Door Lanyard

Ident.: CDL-78-02-00019897.0001001 / 20 JUL 15
Applicable to: ALL

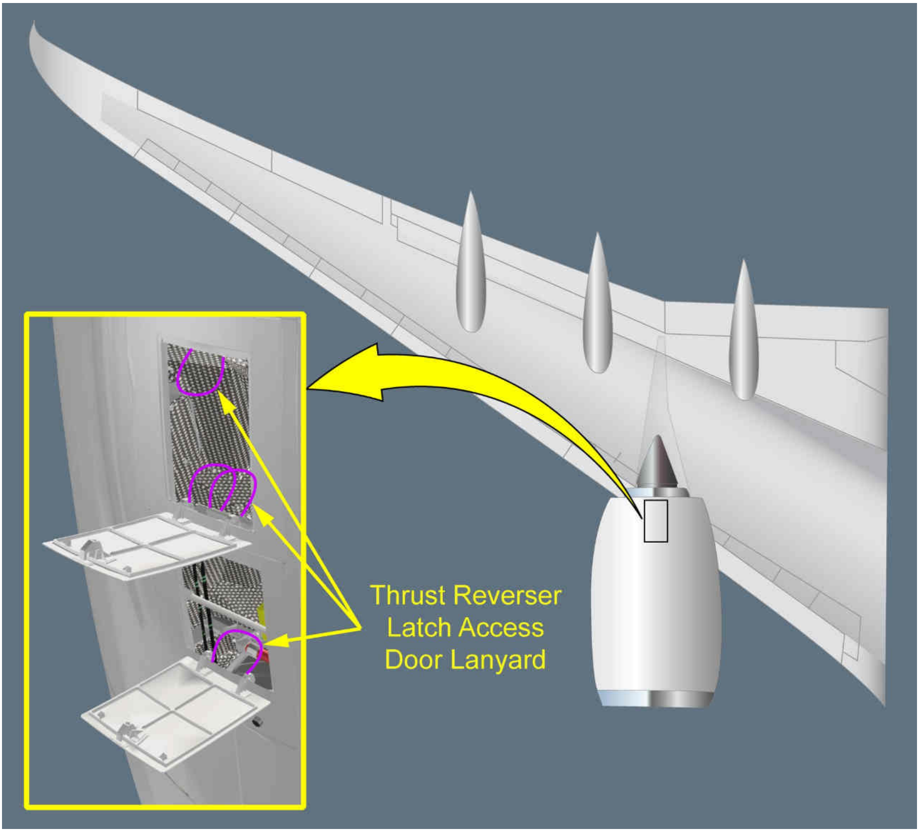
78-02 **THRUST REVERSER LATCH ACCESS DOOR LANYARD**	**Quantity installed** **8**

(m) *Refer to Maintenance Procedure A350-A-78-32-65-00ZZZ-560Z-A*
All may be missing.
Note: *May be combined with any other item listed in CDL-78 chapter.*

Refer to CDL-78-02 Illustration Thrust Reverser Latch Access Door Lanyard

ILLUSTRATION THRUST REVERSER LATCH ACCESS DOOR LANYARD

Ident.: CDL-78-02-00019898.0001001 / 06 AUG 15
Applicable to: ALL



For dispatch conditions: *Refer to 78-02 Thrust Reverser Latch Access Door Lanyard*.

78-04	**Thrust Reverser Inhibition Pin Cover Plate**

Ident.: CDL-78-04-00020525.0001001 / 06 FEB 17
Applicable to: ALL

78-04 **THRUST REVERSER INHIBITION PIN COVER PLATE**	**Quantity installed** **2**

All may be missing provided that the thrust reverser is not inhibited.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-78 chapter.*

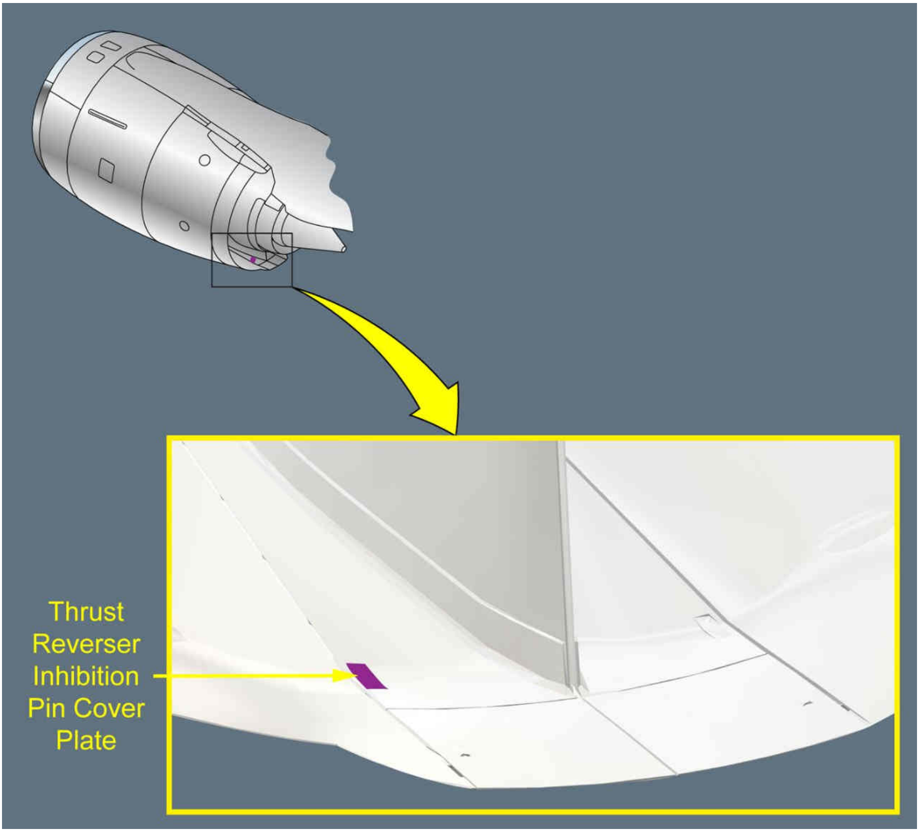
- **Performance:**

  The following performance penalties are applicable:
  - Takeoff and approach climb performance limiting weights are reduced by 85 kg (188 lb) per missing cover plate
  - If both cover plates are missing, en-route performance limiting weight is reduced by 282 kg (622 lb).

Refer to CDL-78-04 Illustration Thrust Reverser Inhibition Pin Cover Plate

ILLUSTRATION THRUST REVERSER INHIBITION PIN COVER PLATE

Ident.: CDL-78-04-00020526.0001001 / 02 OCT 14
Applicable to: ALL



For dispatch conditions: *Refer to 78-04 Thrust Reverser Inhibition Pin Cover Plate*.

78-05	Thrust Reverser Beaver Tail Seal

Ident.: CDL-78-05-00024118.0001001 / 19 JUN 18
Applicable to: ALL

78-05 THRUST REVERSER BEAVER TAIL SEAL	Quantity installed 2

All may be missing.

<u>Note:</u> ***Notify Dispatch.***

<u>Note:</u> *May be combined with any other item listed in CDL-78 chapter.*

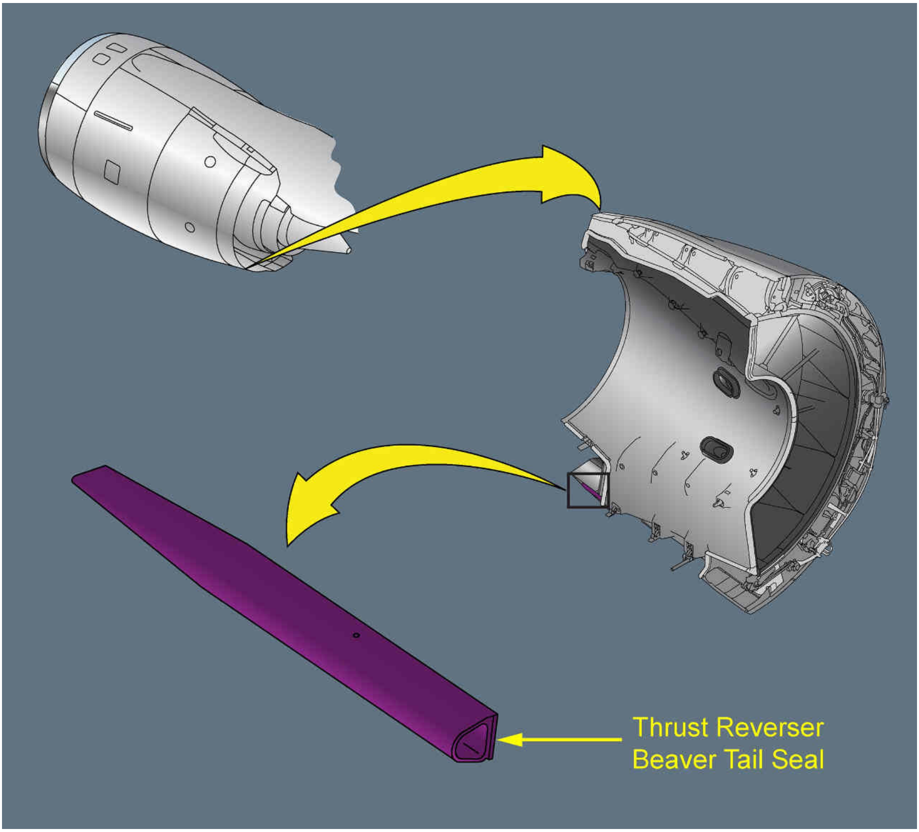
- **<u>Performance:</u>**

  The following performance penalties are applicable per missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 343 kg (757 lb)
  - En-route performance limiting weight is reduced by 570 kg (1 257 lb)
  - Fuel consumption is increased by 0.35 %.

Refer to CDL-78-05 Illustration Thrust Reverser Beaver Tail Seal

ILLUSTRATION THRUST REVERSER BEAVER TAIL SEAL

Ident.: CDL-78-05-00024119.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 78-05 Thrust Reverser Beaver Tail Seal*.

78-06	Thrust Reverser Beaver Tail Upper Lateral Seal

Ident.: CDL-78-06-00024120.0001001 / 08 JUN 17
Applicable to: ALL

78-06 THRUST REVERSER BEAVER TAIL UPPER LATERAL SEAL	Quantity installed 4

All may be missing.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-78 chapter.*

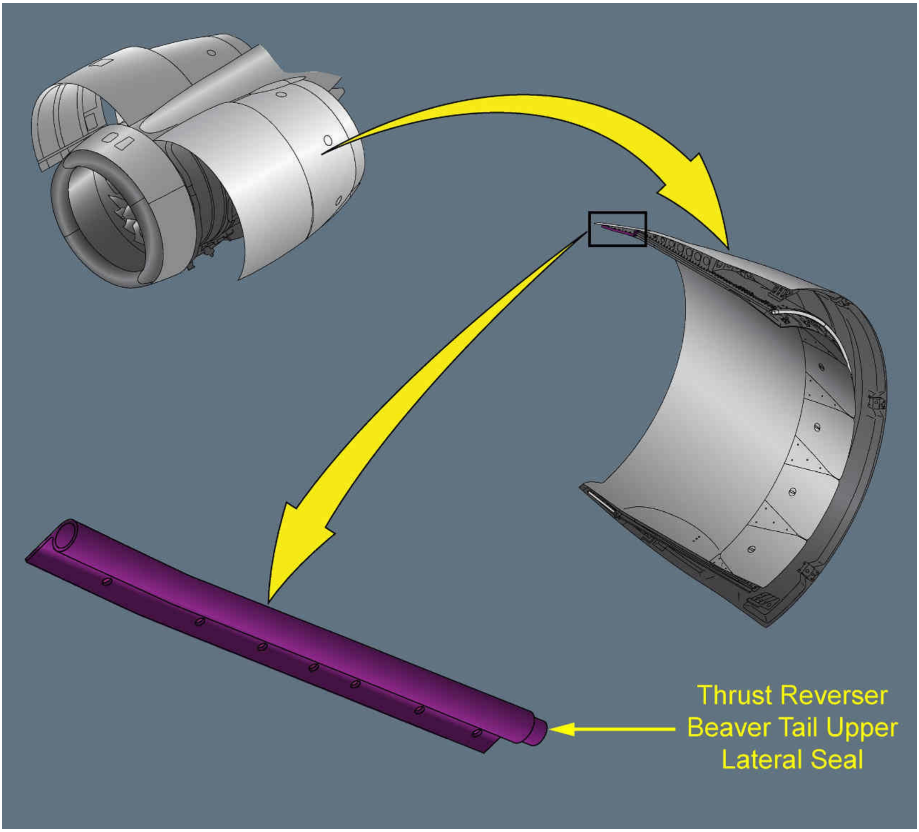
- **Performance:**

  The following performance penalties are applicable per missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 800 kg (1 764 lb)
  - En-route performance limiting weight is reduced by 1 329 kg (2 930 lb)
  - Fuel consumption is increased by 0.78 %.

Refer to CDL-78-06 Illustration Thrust Reverser Beaver Tail Upper Lateral Seal

ILLUSTRATION THRUST REVERSER BEAVER TAIL UPPER LATERAL SEAL

Ident.: CDL-78-06-00024121.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 78-06 Thrust Reverser Beaver Tail Upper Lateral Seal*.

78-07	Thrust Reverser Beaver Tail Lower Lateral Seal

Ident.: CDL-78-07-00024234.0001001 / 08 JUN 17
Applicable to: ALL

78-07 THRUST REVERSER BEAVER TAIL LOWER LATERAL SEAL	Quantity installed 4

All may be missing.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-78 chapter.*

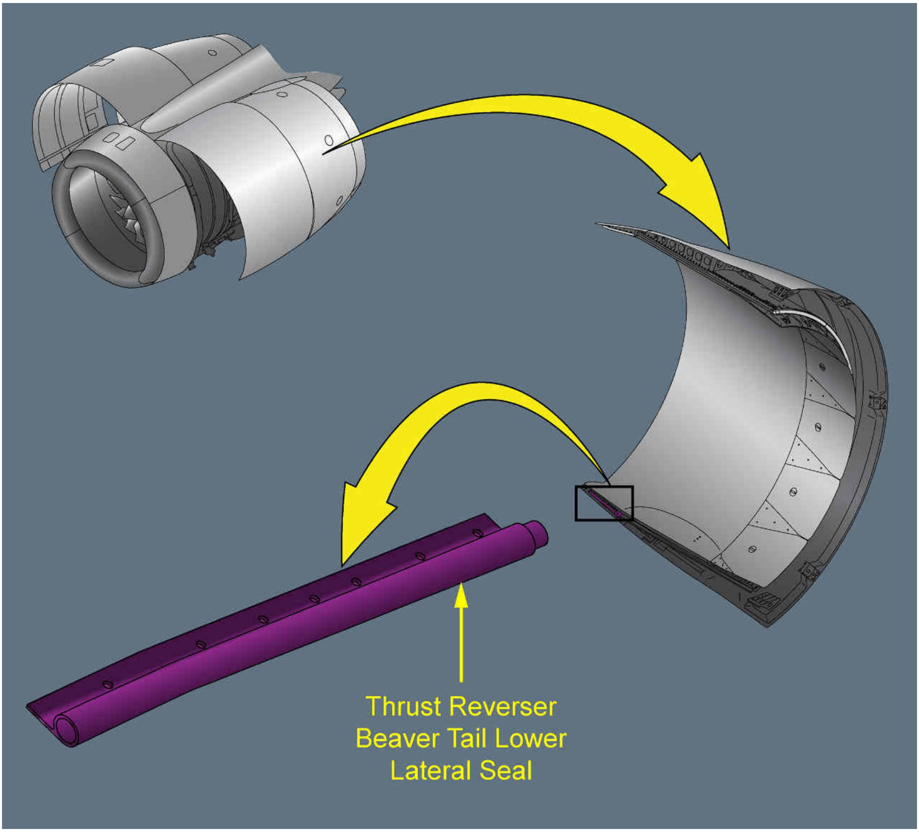
- **Performance:**

  The following performance penalties are applicable per missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 492 kg (1 085 lb)
  - En-route performance limiting weight is reduced by 817 kg (1 802 lb)
  - Fuel consumption is increased by 0.5 %.

Refer to CDL-78-07 Illustration Thrust Reverser Beaver Tail Lower Lateral Seal

ILLUSTRATION THRUST REVERSER BEAVER TAIL LOWER LATERAL SEAL

Ident.: CDL-78-07-00024235.0001001 / 09 JUN 17
Applicable to: ALL



For dispatch conditions: *Refer to 78-07 Thrust Reverser Beaver Tail Lower Lateral Seal*.

78-10	Thrust Reverser Transcowl Seal

Ident.: CDL-78-10-00025256.0001001 / 03 JUL 20
Applicable to: ALL

78-10 THRUST REVERSER TRANSCOWL SEAL	Quantity installed 20

One seal per engine may be missing. The time limitation for each missing item is 15 flight cycles.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-78 chapter.*

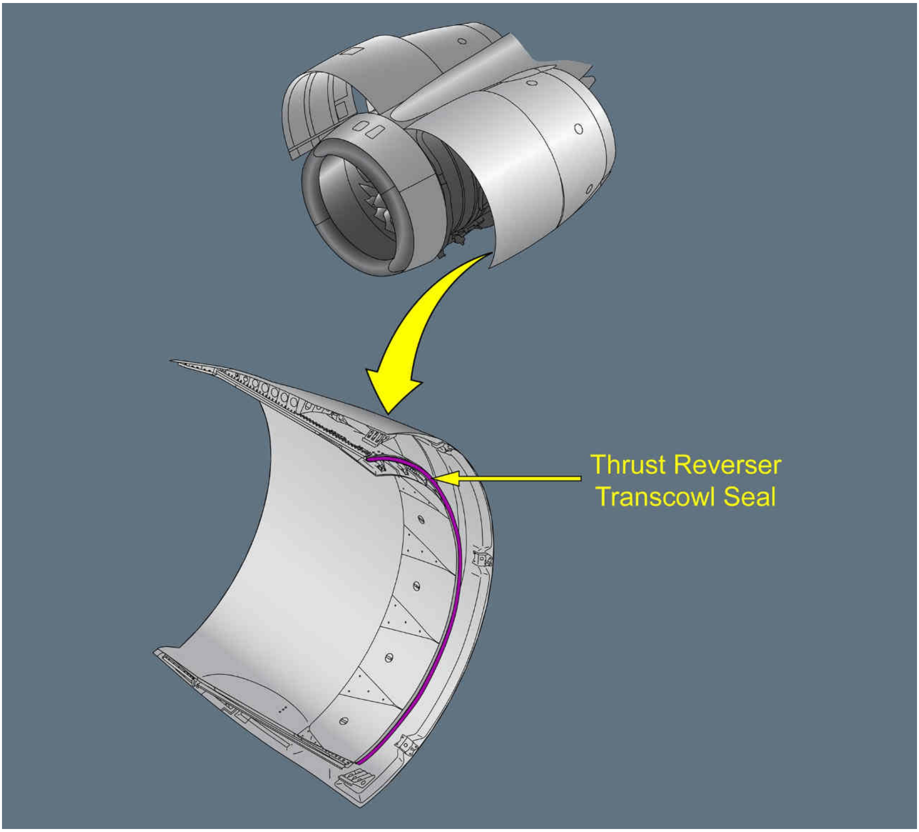
- **Performance:**

  The following performance penalties are applicable per missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 2 460 kg (5 424 lb).
  - En route performance limiting weight is reduced by 1 881 kg (4 147 lb).
  - Fuel consumption is increased by 1.067 %.

Refer to CDL-78-10 Illustration Thrust Reverser Transcowl Seal

ILLUSTRATION THRUST REVERSER TRANSCOWL SEAL

Ident.: CDL-78-10-00025257.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 78-10 Thrust Reverser Transcowl Seal*.

78-11	**Core Cowl Seal**

Ident.: CDL-78-11-00025283.0001001 / 28 APR 23
Applicable to: ALL

78-11 **CORE COWL SEAL**	**Quantity installed** **2**

All may be missing.

Note: ***Notify Dispatch.***

Note: *May be combined with any other item listed in CDL-78 chapter.*

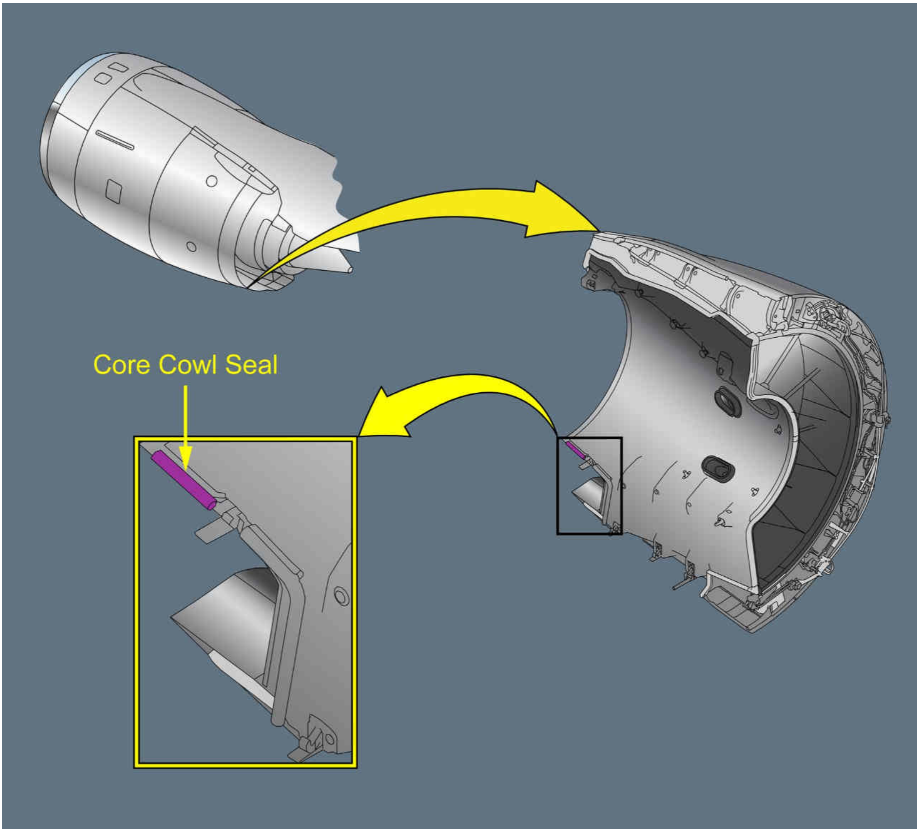
- **Performance:**

  The following performance penalties are applicable per missing seal:
  - Takeoff and approach climb performance limiting weights are reduced by 1 047 kg (2 309 lb).
  - En route performance limiting weight is reduced by 248 kg (547 lb).
  - If all seals are missing, fuel consumption is increased by 0.3 %.

Refer to CDL-78-11 Illustration Core Cowl Seal

ILLUSTRATION CORE COWL SEAL

Ident.: CDL-78-11-00025284.0001001 / 06 MAR 23
Applicable to: ALL



For dispatch conditions: *Refer to 78-11 Core Cowl Seal*.

78-14	Thrust Reverser Blocker Door Seal

Ident.: CDL-78-14-00025222.0001001 / 03 JUL 20
Applicable to: ALL

78-14 THRUST REVERSER BLOCKER DOOR SEAL	Quantity installed 24

(m) *Refer to Maintenance Procedure A350-A-78-32-64-00ZZZ-560Z-A*
All may be missing.
Note: ***Notify Dispatch.***
Note: *May be combined with any other item listed in CDL-78 chapter.*

- **Performance:**

  The following performance penalties are applicable per affected engine, when one or more seals are missing:
  - Takeoff and approach climb performance limiting weights are reduced by 100 kg (221 lb)
  - En-route performance limiting weight is reduced by 165 kg (364 lb).

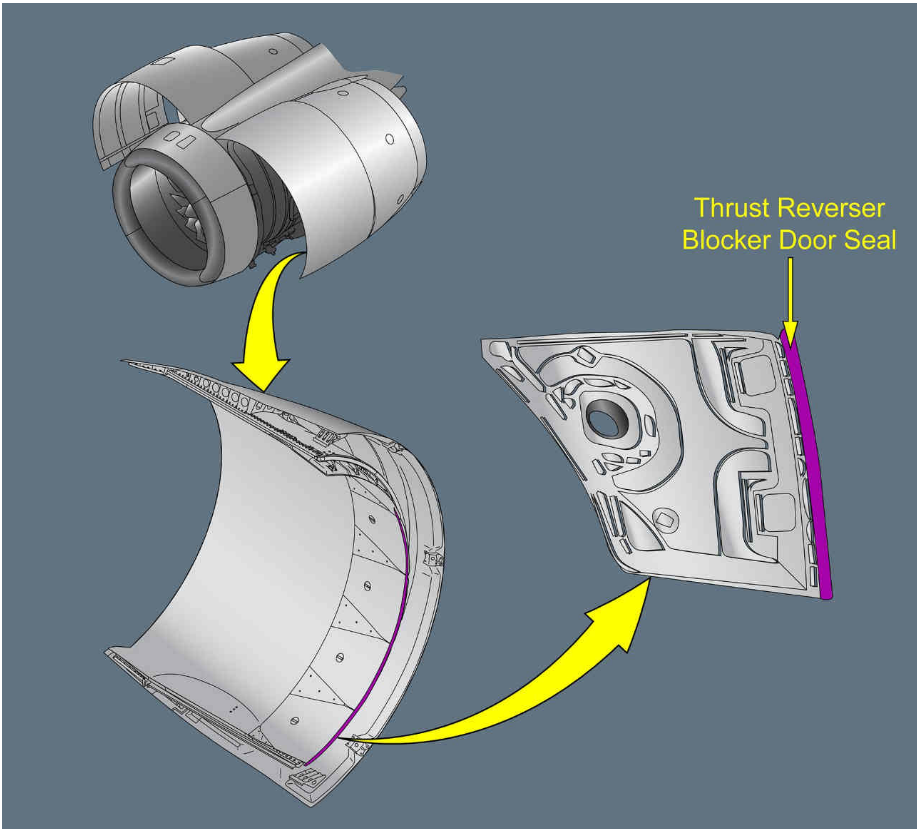
  Note: *Per engine, if more than one seal is missing, only one missing item must be inserted in the performance application.*

  The following performance penalties are applicable if two engines are affected:
  - Fuel consumption is increased by 0.2 %.

Refer to CDL-78-14 Illustration Thrust Reverser Blocker Door Seal

ILLUSTRATION THRUST REVERSER BLOCKER DOOR SEAL

Ident.: CDL-78-14-00025223.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 78-14 Thrust Reverser Blocker Door Seal*.

78-15	Thrust Reverser Inhibition Pin

Ident.: CDL-78-15-00025224.0001001 / 06 AUG 21
Applicable to: ALL

78-15 THRUST REVERSER INHIBITION PIN	Quantity installed 4

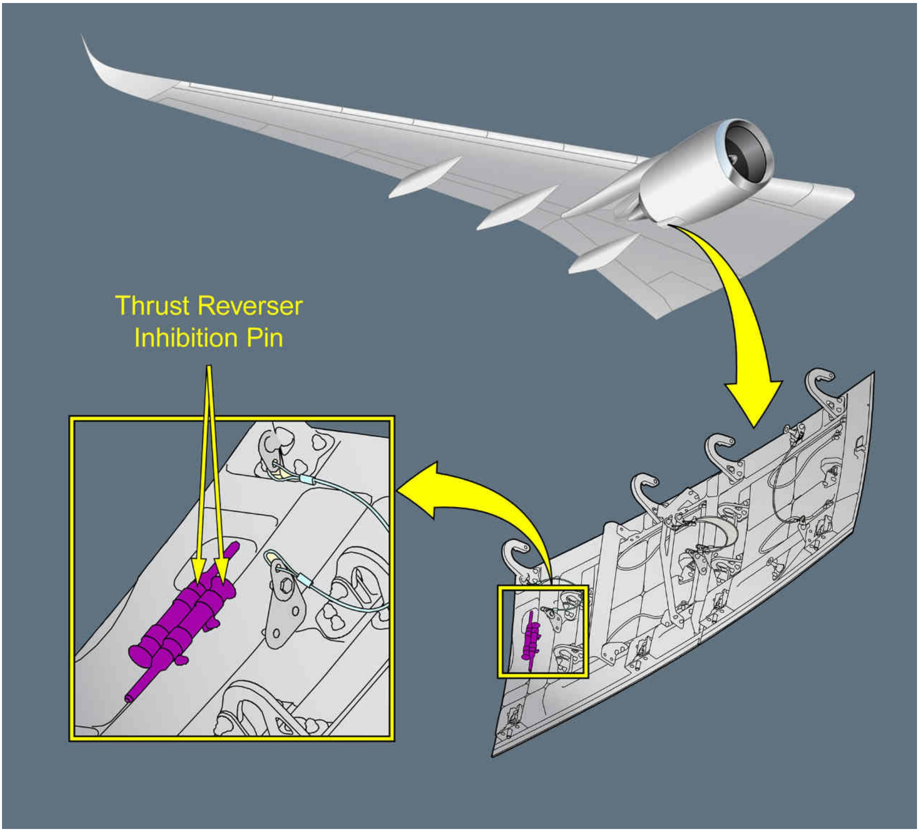
All may be missing provided that the thrust reverser is not inhibited.

Note: May be combined with any other item listed in CDL-78 chapter.

Refer to CDL-78-15 Illustration Thrust Reverser Inhibition Pin

ILLUSTRATION THRUST REVERSER INHIBITION PIN

Ident.: CDL-78-15-00025225.0001001 / 31 JAN 20
Applicable to: ALL



For dispatch conditions: *Refer to 78-15 Thrust Reverser Inhibition Pin*.